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The Railway Conductor



The Railway conductor

Order of Railway Conductors and Brakemen

DAR RAPIDS IOWA
RAILWAY CONDUCTORS
1907

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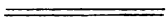


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FROM

The Publishers

THE RAILWAY CONDUCTOR



VOLUME XXIV

1907

CEDAR RAPIDS, IOWA

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THE ORDER OF RAILWAY CONDUCTORS
JAN 28 1907
CAMBRIDGE, MASS.

The Railway Conductor



Published at CEDAR RAPIDS IOWA
BY
The ORDER of RAILWAY CONDUCTORS

JAN.

1907

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The Sanitarium Treatment for Men may be compared to the Round House for Locomotives, the Garage for Automobiles, or the Watch Maker's Bench for a Watch.

A Locomotive, Automobile, fine Watch, or any other delicate piece of mechanism is not tinkered with by the unskilled, or taken apart for repair or adjustment, unless every facility is at hand for the best work.

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Now, when you know that something in your own vital machinery, in your body, is out of order, or an evidence of weakness shows itself, what do you do?

Twelve years ago I established the Richardson Sanitarium—a human "repair shop" in which I have been successful in restoring to health and happiness more than 12,000 men who came to me for help.

There are good Sanitariums and Hospitals in nearly all cities and even smaller towns, where general surgical, electrical and physical culture methods, water cures, diet, etc. can be secured.

But, while these are good as far as they go, personally I believe in specializing the treatment of important parts and functions of the body.

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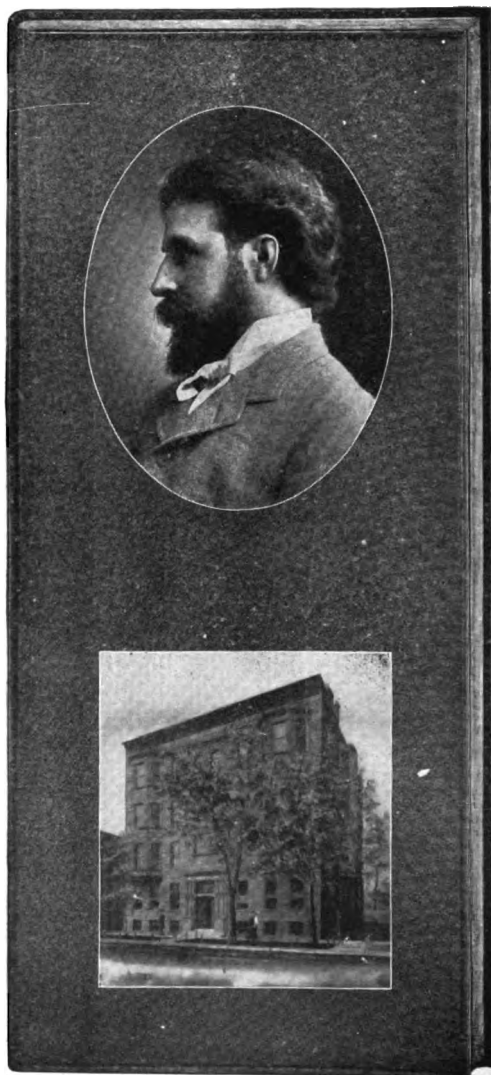
Do you want to be a perfect man?

Your happiness as well as success and enjoyment of life depend upon your physical and mental perfection, as well as freedom from disease.

What has been done for others I believe can be done for you.

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My writings on disease and weakness as well as how to obtain health and strength are valuable for the information given. The illustrations enable you to understand your own case better. You have never seen anything like my professional work because I originate and do not copy or imitate. My book is worth a dollar to me. If it isn't worth more to you send it back to me and I will send you a dollar by return mail. Positively no book sent free or to any man unless he writes me fully about his case and **tells me just exactly what he desires to be cured of.** I do not want a doctor talk letter from you. I want your own way of saying it, just as you would talk to me here in my office. I will understand your language just as I will understand your disease, whatever it may be. The facts in the case are what we both want. You tell me everything you want me to know, then I will write you a professional opinion and give you such common sense advice as you can use and that will



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The RAILWAY CONDUCTOR

Vol. XXIV.

CEDAR RAPIDS, IOWA, JANUARY, 1907.

No. 1.

Co-Operation.

WALTER COPSEY

It would seem that advocating co-operation and preaching its doctrines to organized labor would be equally as nonsensical as "Carrying Coals to Newcastle." The fact remains, however, that in Newcastle there are places where coal judiciously placed would be beneficial,—and so in certain problems affecting the labor world there is plenty of scope for arguments concerning co-operation. The terms "Trades Unions" and "Labor Organizations" in this article may be regarded as synonymous and applicable to all associations within the category of organized labor.

All such associations are founded upon the basic principle of strength through co-operation,—the theory, and in fact a practical demonstration of its working, is aptly set forth in the story of the "Old Man and His Sons," wherein he gave them a practical demonstration by means of a bundle of sticks, as related in Æsop's fables. The logic of the argument as advanced by the Old Man is the same to-day as it was then. The principle involved never changes.

Labor Organizations advocate the theory of co-operation, yet they practically and really seek advancement by means of individual effort; and when using this term I mean that the efforts of the association, which stand alone, are the same as those of the individual,—the principle being the same. They do not carry to a logical conclusion the

doctrines they advocate. This is applicable to all parts of the industrial world,—the railway, shop, factory, mine and mill.

The petty tyranny of unscrupulous employers and subordinate officials practically created the necessity for that co-operation of the wage-earners from which sprung our present-day Brotherhoods and Unions. The evident unsatisfactory results of the efforts of their protective departments in obtaining the reasonable concessions which they seek, suggests the thought that perhaps they are not using the most effective means at their command in their efforts to create those conditions which they desire should obtain.

To-day there seems to be a general fermentation manifesting itself throughout the entire country, and on its froth they may read the words which should constitute their slogan,—viz: "Reasonable working hours, a commensurate wage, a thorough education for all children, and a comfortable home for those who are willing to work."

What is necessary to bring about such conditions? Effective co-operation. This latter term is used advisedly. Why? Because it is through such efficient and complete co-operation they hope to gain that which is theirs by right of honest principles.

Let us consider this question of efficient and comprehensive co-operation.

and in point of illustration, we may be pardoned if we use two or perhaps more parallel types of argument. In the first place let us suppose that two communities have been living in perfect harmony, but some trouble arises which creates a desire in the one, which controls the means of livelihood, to prevent the other from obtaining the necessities of life; how ineffective would be that effort should they kill the horse, yet leave the plow in the field; or quench the fire on which the food is cooked, yet leave the larder well filled,—and fuel in the vicinity. How easy in the first place would it be for the united efforts of several men to draw the plow, and in the latter instance how easy it would be to kindle another fire and prepare the food which is left in the larder. The efforts to deprive the community, which was to be disciplined, would be absolutely ineffectual, for the reason that all means of subsistence had not been removed.

So it is in the industrial world. To-day there are several representative committees of the various organizations in session for the purpose of seeking certain reasonable and desirable concessions; some of them have been shuttled, so to speak, back and forth, for as much as seven weeks by the management of the various concerns; others have failed and the membership has gone on strike and their cause is practically a losing one. Why is it impossible for them to obtain those reasonable concessions which they seek and which are rightly theirs? Simply because they do not in their so-called co-operation, really and effectively CO-OPERATE.

Sometimes in order that a general may impress his strength upon the enemy as well also as to determine the position of the opposing forces, it is necessary that he make a reconnaissance, and in doing so use all his available forces. The same principle applies to organized labor. The workmen are not associated together in fraternal bonds of unions for fun or pastime, but to offset and counteract the tendency of the employing class to drive the wage-worker to the edge of the limitations of toleration; therefore, in order that labor

organizations may make a proper display of their potency, it is necessary that the membership be in a position to show a federated strength which will clearly demonstrate their ability to enforce that right of recognition which is theirs by virtue of their position in the industrial world. But how may this be done? It is essential that each co-ordinate part of the requisite mechanism, or if you prefer, each unit of the personnel of the operating department of any industry, be in harmony one with the other. In order to give force to this argument let us take several examples of lack of efficient co-operation:

(a) The molders in a shop may consider they have a just grievance or that they are receiving less remuneration than is right and just. Their committee places before the management their bill of grievances. The management having become previously cognizant of the fact that there is dissatisfaction among the molders, have manipulated the business accordingly, and are in position to say to them, "We refuse you recognition." The molders go on strike,—but the machinists, helpers, stationary engineers and others having no grievance, remain at work. Result: The firm is able to turn out all work which has been contracted for when conditions were obtaining that were satisfactory to all, and the molders are handicapped, notwithstanding the fact that they are asking nothing that is unreasonable. In true and efficient co-operation when the demands of the molders were just the refusal of such demands should be the concern of all.

(b) The firemen on a certain railroad are imposed upon to such an extent that their life becomes burdensome, and they present their demands to the management for reasonable concessions, but are turned down, and they decide to strike. The engineers, the conductors, the brakemen and the telegraphers have no grievance with the company; they have nothing to ask; how futile it would be for the firemen to make an issue of their demands. The company can, by misrepresenting the existing conditions, influence the other employes and in a

manner operate a portion of the transportation industry. But on the other hand, let the engineer, the conductor, the brakeman and others make the concern of the firemen the concern of all, and show to the management that they can effectually stop every wheel, and see how different would be the attitude of the employers.

These examples of the impotency of the present system organization are merely given in line of argument. If they provoke thought and are resultant of good,—the result desired by the writer has been obtained.

Past efforts have proved conclusively the fact that present organization is inefficient. The divided position in which labor finds itself to-day is responsible for the ineffectual efforts of the committees which are striving to obtain for the members of organized labor that which is not only reasonable but justifiable.

There is to-day among the toilers and wealth producers of the nation, a sense of unrest, a sense of insecurity of position, a dread of being dismissed from the service in which they are engaged; all due to the inability of the organizations under present systems to enforce their demands and especially does this obtain in the railroad world. This unrest could be overcome and a sense of security implanted in its stead were the workmen of the nation to awaken to a realization of their true strength. It can be overcome by sensible and logical

co-operation in fact, and not in theory only.

In several of the leading newspapers of late we have been regaled with the sorry spectacle of certain labor leaders being quoted as being uncertain as to the position their respective organizations would assume in the event of a sister organization being involved in trouble. What a ludicrous, inconsistent position for labor leaders to be placed in. Not a word by way of refutation has appeared in the press to offset the effect produced by such alleged interviews, therefore, we are warranted in assuming that they were correctly quoted. What a deplorable effect such reports have upon the ranks of organized labor and how they impede its progress!

It would be well for the workingman of to-day to soberly reflect and consider the predicament in which they find themselves, owing to the divided and antagonistic spirit which seems to prevail.

Labor is acknowledged the most vital essential in any community. It is the laborer who produces the wealth with which his wages and the dividends of the stockholders are paid; and, when the wealth producers can be brought to a true understanding of the fact that they have rights to be recognized, and when they will stand together in a solidly federated fraternal body,—then, and not until then, will they obtain full recognition of such rights and realize the true meaning of the word CO-OPERATION.

The Study of Foreign Languages.

BY PROFESSOR JOHN MACNIE

In University of N. D. Bulletin.

The purpose aimed at in the study of foreign languages may be comprised under three headings: discipline, culture, and utility. It may be fairly stated that the so-called classical languages are studied for the first purposes only, while modern languages are generally supposed to be acquired for utility alone—

an idea which, like many popular conceptions, is quite erroneous.

There is no doubt that the study of the classics affords a special discipline of no mean value. The regularity of their structure, their consistent and logical syntax, the nice care with which they are generally employed, not to

mention the literary value of what remains of their best writers, render classical study an unsurpassed means for the acquisition of what is styled *form* as distinguished from matter in literature. But form is not everything, and cannot be acquired even by the study of the best models alone. Thus the later Greeks, with unsurpassed models before them in their native tongue, yet for nearly eighteen centuries produced little worth preserving. And much the same may be asserted of the later users of the Latin language.

There was a time, extending through over a thousand years, when Latin was studied for purely utilitarian purposes. It contained all the knowledge then regarded as specially worth knowing; it was the ordinary medium of communication among the educated, whether of the same or of different lands, at a time when the vernacular tongues were utterly inadequate for any such purpose. Latin, if not exactly a living, was still a spoken language, and students learned to speak it with fluency, long before attaining much skill in its literary use. Referring to the enormous amount of time and effort spent by the student of his day in merely learning to express himself, Montaigne, who had been educated in such a way that, when six years of age, he knew no other language than Latin, says with some indignation: "Yet half of our lives is spent upon it. They keep us four or five years acquiring a vocabulary and in learning merely to string sentences together; as many more in learning to put together a discourse of four or five divisions; and another five, at least, in learning to employ it with elegance." Even a century later in the latter part of the seventeenth century, when a Newton or a Leibnitz had anything important to communicate to the world of letters, the medium selected was still Latin.

Yet long before that, Italian, Spanish, French, English, and, somewhat tardily, German, had developed from mere jargons to the position of culture languages, each with a literature of its own. As the growth of knowledge in every direction made it more and more im-

possible to continue the use of Latin texts as a source of real knowledge, Latin, slowly but surely, became relegated to its present position of a means of discipline only. Even this position has of late been strongly contested. The question is more and more agitated, whether that discipline is not too dearly paid for, not only in time and effort, but also by the false direction given to the tastes and mental habits of the student. It is strongly urged that the study of modern languages may be made to confer an equivalent discipline at a less exorbitant cost, and with certain advantages not found in the classical routine.

It was all very well, it is argued, when education consisted almost entirely in becoming acquainted with the opinions of others upon subjects now of only antiquarian interest; or, in the most successful cases, in acquiring the power of expressing oneself, with more or less correctness and supposed elegance, upon those same dead and down subjects: it might be, at least in those days, all very well to spend years in such elegant trifling. The heir to ancestral estates and honors may afford, as now the youthful aristocracy of England, to spend in this way the cream of eight years or more. It keeps them out of mischief, at least. But, even in the so-called learned professions of law and medicine, those who have to win estates and honors for themselves find the ever increasing demands of their professions call for a different training. The world's demand is now for power to do, not for talk. When, in reply to this, the advocates of the traditional training point to the roll of illustrious names due, as they assert, to that training, their opponents reply: Those men were trained in that way, it is true, but simply because it was the only education then obtainable. They followed the one beaten path. At one time it was plausibly argued that commissions in the French Army should be held only by men of noble birth, since experience has shown that all great commanders belonged to that class. The wars of the revolution told a different story. Of late, too, such names as

Faraday, Tyndal, Huxley, show that men can both think profoundly and express themselves clearly with little or no aid from classical studies.

Leaving others to carry on this debate, let us briefly examine in what way the study of modern languages contributes to mental discipline and culture. The great advantage Latin grammar possesses as a means of discipline arises partly, indeed, from its regularity, but far more so from the thorough way in which it is taught. A four-year course is the standard minimum. But the time allotted to modern languages is usually so brief that the teacher is practically compelled to aim at speedy results. If, as is usually the case, the language is taken up for only two years, or even for only one year, the teacher knows that unless a certain facility in reading has been acquired it is only the very exceptional student that will continue to work at it unaided. Matters would be greatly improved if in high schools and colleges no credit should be given for a language taken for less than two years. The teacher could then lay plans accordingly, and take time to establish in the first year the elementary facts of the language in such a way that this knowledge would suffice for any ordinary course. Too much should not be attempted. To master the niceties of the literary style of a language like French or German is the work of a lifetime. Notwithstanding the long time given to French in some German gymnasia, equivalent to from four to six of our yearly courses, the French grant to only two Germans of this generation the ability to write faultless French, and each of these had spent decades in Paris. Written exercises are necessary, of course, to fix in memory the forms of the language. Beyond that, the utmost that a non-native can expect to attain by a reasonable amount of effort is the ability to compose correctly a short note or a mercantile letter.

So much for writing. In novels we are introduced to wonderful personages, usually an adorable damsel of nineteen or so, who can speak several foreign languages "like a native." In the world

of novels, all sorts of things happen that do not happen in actual life, and the above is one of these. Hamerton, who had unusual opportunities for knowing of what he was speaking, says that he never knew but one person able to speak two languages equally well; and the experience of the writer exactly corresponds with his. There is always something,—an intonation, a word peculiarly used, even too painful an accuracy,—that is sure to betray one not "to the manner born." Fluency is a matter of practice and opportunity; perfect correctness of expression can be obtained only by spending long years where the language in question is native. This implies, however, a certain loss of power in one's own language,—a somewhat heavy price to pay. It is a matter of familiar observation that those accustomed to express themselves in strange idioms become more or less unready in the use of their native tongue.

We Americans are most unfavorably situated for the acquisition of a conversational knowledge of foreign tongues. To go where they are spoken necessitates a long and expensive sea voyage—for Canada and Mexico are not regions where we can expect to find desirable French or Spanish generally spoken. An inhabitant of Holland, on the other hand, need go only into the next county, as it were, to find himself in the midst of a population speaking French, or German, or English, as the case may be. The same is measureably true of the German. He, accordingly, supplements his school training in a language by spending his vacations among the people that speak it. The immense majority of our students cannot do this. After college they have to study and practice a profession or business in order to earn the money for carrying out the dream of visiting the old world. Ere that time comes, whatever they have acquired of foreign languages has usually been allowed to lapse. The incessant calls upon their time and attention for other studies and pursuits render this almost unavoidable. A simple means I once recommended to a pupil proved, in his case, quite efficacious. This was to carry about,

folded in his vest pocket, a single leaf of a French book, to take out and read at any odd moment in the course of the day. If a word occurred whose meaning he could not infer from the context, this he marked in pencil for reference to the dictionary on his return home. Years passed before he was able to visit Europe. When he did so, he was not only able to read a French newspaper as easily as an English one, but also, after spending about ten days in a French household, he found himself able to understand all that was said and to express himself readily. The vocabulary, in fact, and idioms were there, awaiting only the proper medium in order "to develop." Nowadays, of course, he could obtain one of those language phonographs, which are destined to play an important role in the study of languages.

The attainment of a colloquial knowledge of a foreign language is, however, far from being the most important end subserved by its study. Even of those who do visit Europe, how comparatively few stay long enough in one country to render a speaking knowledge of its language a matter of much importance? Other and far more important objects are:

(1) *Literary Culture.* The literature of a nation can be but imperfectly known by translation. However carefully that may be executed, there is always something lost, a subtle idiomatic flavor that is gone. The characteristics of a nation give a certain impress to their features and still more to their language. It was a saying of Charles V. that he seemed to acquire a new soul with every language that he acquired. This is so far true that it may be regarded as practically impossible to have any understanding of the genius of a people without familiarity with their language. In this respect I regard modern literature as of a higher cultural value than that of the ancients. Instead of peoples who remain for us cold, pale abstraction; whose ideas upon most important points of life and conduct are at least distasteful, if not positively abhorrent; in modern literature of the past century especially, we are introduced to realities palpitating with

life, to problems, doubts, and aspirations extremely like our own, but often presented from a different point of view.

(2) *Improvement in Command of Our Own Tongue.* Montaigne tells us that, as he knew no language but Latin, his tutors were obliged to provide matter for Latin composition by giving him bad Latin to turn to good. Among us, generation after generation has toiled at the useless task of turning English into decidedly bad Latin, while left to pick up English as best they could. When a tithe of the attention formerly lavished upon Latin comes to be devoted to English composition, copious translation from a modern language for the training in English style will employ the pupil now so generally set to the unfair task of making bricks without straw. The hapless pupil spends so much time in hunting up the straw that he generally neglects the really important part of his task,—the kneading and moulding of his clay. In schools where modern languages are taught, the teacher of these should co-operate with the teacher of English compositions, the former correcting the assigned translation for meaning only, leaving to the latter the thus corrected exercise as a basis for instruction in English style. The grammar, too, of a modern tongue throws a flood of light upon our own; so true is the saying that he who knows no language but his own does not know even that.

(3) *Vocal Gymnastics.* There is yet another advantage accruing from the study of modern languages, an advantage none the less real because seldom, if ever, adverted to; this is the vocal gymnastic necessarily associated with the study of a foreign, especially a modern language. The habit of careful discrimination between closely allied sounds and the conscious effort required for the reproduction of those to which our aural and vocal organs are unaccustomed, cannot fail to react favorably upon the pronunciation of our native tongue. The great difference observable between the pronunciation of the same language by the refined and the uneducated is, no doubt largely due to the training of voice and ear, in the first class, by much

practice on the strange vocables of other languages than their own.

It may not be amiss to conclude with a few remarks upon the comparative advantages of the modern languages now usually studied. In the days of Shakespeare, and long after his death, Italian and Spanish were the leading languages of Europe. French rose to the first place during the brilliant reign of Louis XIV—a position retained until now, and due to the long continued political predominance of France, to its magnificent literature, surpassed in prose by only the very best found in the classic tongues, and, above all, to the special adaption of the language to conversation. Until comparatively recent years, French was the language of polite society throughout continental Europe; notably so in Germany and Russia, whose aristocracies were often accused of knowing French better than their own tongue. Even now, though English will be found most generally useful to the traveler near the sea, in inland regions French is most generally understood, while German will rarely be found of any use outside its own territory. Another important recommendation for French is the fact that of the immense number of words of Latin origin found in an English dictionary, almost all those in everyday use have come to us through French, while those of German origin could be counted on the fingers of one hand. The fact that the pronunciation of French is somewhat difficult to master is in one sense a recommendation, seeing that it affords all the better aural and vocal practice.

German is, next to English, the language most studied in the United States. Why this is so; is not very easy to explain, since both for the value of its literature and for usefulness in travel

it is far inferior to French. While the latter is a model of clearness, grace and flexibility, German is too often remarkable for just the opposite qualities; its very strength is apt to be clumsy. But, though its literature is far inferior in quantity to that of France, some of it is of the very highest quality. It is not for this, however, that most resort is made to German. It is for the immense treasures of highly specialized and elaborately worked out knowledge that are to be found in that language. When a specialist wishes to know the last authoritative words uttered in his specialty, he must usually seek it in German. Those, too, who wish to crown their educational career by a German degree, should have, of course, a good working knowledge of the language in which are given the lectures they wish to attend.

Of other languages it may be said that Italian, though a beautiful language, with a fine literature, may be placed among those to be studied for special reasons or purposes. Spanish was still recently regarded as among this class, but there is a great future for Spanish. It, along with its sister tongue, Portuguese, is the language of a continent whose resources are yet to be developed, and of whose trade the people of the United States ought to secure a predominant share. Mr. Root, in a recent thoughtful article upon education, referred to French and Spanish as the two most desirable languages for an American to know. Spanish is spoken by more people than either French or German, and there are signs of an awakening among them that may yet astonish the world. When once they learn to settle political differences by ballots, not bullets, the true era of development will begin for those that speak the noble language of Castile.



The Runaway on Berenice Hill.

BY ED. E. SHEASGREEN,

In The Iron Trail.

It was one of those dark and fretful nights when the mountains, clad in terror, seem so close and angry that one longs to be near some living creature, and, if he is a railroad man, does not care to leave the train.

It had rained just enough to loosen pebbles and rocks from their positions on the mountain sides and let them slip toward the valleys, roll into the stream or lodge on the track. Such nights as these, men in mountain service dread; it is at such times that they are on the alert for accidents, for rails are slippery and brakes uncertain.

At the station of Boulder stood two massive mountain climbers, from which came and went, in sleepy cadence, the heavy breathing of the air pumps. These engines had been taking coal and water and were now coupled to an unusually long and heavy freight train. The 52 on the head end was in charge of "Sheriff" Al—, a typical western man, "raised and made" in the mountains and who had at one time served his county as sheriff. The 50—in charge of Sandy Mitch—was ahead of the caboose and behind the last freight car; for an engine so powerful, pushing on the empty caboose, might, when least expected, crush into it as though it were but an egg shell. Neither could the 50 work coupled ahead of the 52; because, as both were of the then most modern and powerful type, and the numerous culverts and bridges had not been strengthened to accommodate the heavy power, any attempt to run two hundred tons of working steel and iron over such places would mean dire disaster.

Under protest had Conductor Col-linson picked up three preference loads at Boulder. His train, a solid "air" train—something then unusual—with these additions, would be longer than any side track could hold, for as yet not all of the sidings had been extended to equal in length the strings of cars

these massive engines were hauling over even the worst mountain grades. But up in the general office orders had gone forth that no train was to be run light of the tonnage specified for the class of engines hauling it. Despatchers, to hold their positions, often had trains going over the divisions with more cars than safety to life and property would allow, while train and engine men were told that to let their trains get away from them would mean, if they lived through the ordeal, immediate dismissal from the service. Thus it was left for the men on the road to lift the heaviest end of the burden, while others sat in the office to criticise. All trains do not handle alike, neither do all brakes hold the same, and often it happens that with every man Jack of the crew doing his best, the train will start sneaking, gaining, falling to seeming destruction.

A run-away is one of the worst propositions with which mountain men have to deal. The very thought chills the blood—makes strong men weak. It is one thing to be wheeling along—fifty, sixty or even seventy miles an hour—over road conditions that will permit of this speed, and feel, yes, know, that unless some unforeseen danger should instantly arise the train can be brought to a safe and easy stop at any desired place. This knowledge and assurance is sufficient to inspire confidence.

But it is quite another thing when the air pump is not able to furnish the supply of air to the air-brake cars; when retainers have lost their usefulness and the combined strength of two or three strong and determined men is not sufficient to club up the brakes and thus help to reduce the speed; when all the wonderful inventions of Man to insure safety on trains have been applied; when the iron horse has taken the bit in its teeth, so to speak, and the train, instead of being under control, becomes a twisting, howling monster, hurling

itself into curves, onto creaking trestles, out over rushing torrents! Then the mountains seem rushing skyward and the valleys are deep wells, down which you drop only to land at the bottom in a crashing mass of wreckage. Then it is that hair turns white and strong men break down and cry like children. Then knowledge and assurance, instead of inspiring confidence, bring utter consternation and helplessness as one waits for the end, positive that no human agency can save!

Therefore Collinson and his engineers, knowing all these things, had rebelled at picking up the extra cars. They were told that they could "do that or quit." Well, they picked them up; for all had worked long and hard for the positions they now held.

Collinson brought this order from the office;

"Extra 52 west, helper 50 will meet extra 57 east at Berenice. A. O. X."

After "Sheriff" Al read it, his conductor said,

"Say, don't be afraid to put the nose of the 52 as close the Main stem at Berenice as you can, for we might get into clear. If we don't and the 57 should be coming like blazes;— well, the stuff would be all off for some poor devil," and Collinson started to the rear to deliver a copy of the order to Mitch.

Now Mitch is what is called in mountain service a "prairie sailor;" that is, one who has always worked in a level or simply a hilly country. But when Mitch was sent to the mountains for the rush, he brought with him a record of good judgment. He soon showed that he had the nerviest kind of nerve and a disposition like a saint.

After Mitch had read and properly understood the order, Collinson said;

"Sandy, old boy, we've got a pretty bunch tonight, and it may be an almighty close squeeze at Berenice, but if you're Johnny-on-the-spot we'll come out O. K.", and he gave a signal to go.

Two blasts of the deep toned whistle of the 52 echoed and re-echoed along the dark valley to be immediately answered by the 50. Gradually and without any jerks and with but little slipping,

Al got the slack out of the long train until the 50 moved, when Sandy gave her steam. After making the stop at the Branch railroad crossing a quarter of a mile from Boulder, they went swinging up the water grade toward Basin, while Mitch and fireman chewed the smoke and cinders of the 52. The cars ahead of the 50 were beginning to roll and rock from side to side, and the coupling between the car and engine could be heard groaning and grinding under the mighty pressure behind.

"Sheriff" Al's fireman was as busy as "The Kid" who handled the scoop for Mitch, and at regular intervals the night and the haunted valley would be lighted in a flooding blaze—then darkness; then another quivering flash and the night would be left darker than before. In the glow shed from the open fire door the clouds of steam and smoke and the foamy mountain torrent along which they were running, flushed and shimmered in the red flash, while the trees and brush on the mountain sides stood out strong and bold—all to be instantly lost in the lonesome night when the door was closed. Often both firemen would be putting in fires at the same time and the lightning effect would be doubled—the darkness deepened.

And so, playing the intense brightness, then the blackest shadows, they began to leave the grade at Basin for the steeper one that winds toward Berenice there to rise to the steepest of all—a grade of four per cent.

Off across the half circle the line makes here, Mitch could see up ahead, and at a height above him, the dim light shed by the gauge lamps in the 52's cab, and the objects the head light showed; and with every fire that was fed could see in its flash the "Sheriff" in his cab—the steady playing rods of the drivers—the lurching cars, and as well the working rods of his own engine.

After rounding a curve to the right, east of Basin, Mitch dropped the reverse lever a few notches forward; at almost the same instant Al responded with the 52. Where there had been an angry muffled growl from the iron-throated

monsters, now came a steady deafening roar with the fire flying far into the clouds.

Soon Basin was lost in the valley and the night, and the fire, panting creepers, after a hard climb, dragged into Berenice Siding to clear the main line for the extra. Just as was expected it was found that the siding was too short for their train—the caboose, the 50 and one car were sticking out on the main line, while the second car only partly cleared.

Collinson at once had Mitch whistle out the head brakeman to go up the mountain as fast and far as possible to flag Extra 57. The question in every one's mind was, "Will the Extra come down the heavy grade under control so they can stop on being flagged—or will the air give out and a run-away come into town to find the main line blocked?"

* * *

Extra 57, with a heavy train of ore, had a long, slow climb up from Butte; and even with a helper had nearly stalled in curved tunnel 10, but finally reached Woodville where the helper returned to Butte. From Woodville to Elk Park, the station at the summit of Berenice mountain, the grade is easy and one engine can handle with but little effort a train two can scarcely lug up from Butte.

On either side of the valley, which is a natural park, are two great ranges of mountains with the heavens resting on their shoulders. In the sunshine or in the moonlight, a ride across this park is a pleasure long to be remembered. But, when the night is black and threatening and the headlight is of no service, seeming to shine onto but never penetrating the wall of night that lies but a few feet ahead of the "pilot"—it is then, no matter how sleepy a train or engine man be, that he is all eyes and ears; for before he is aware a mile has slipped by, and the only thing to give evidence of this is the grinding sound of wheels and the rocking car or engine. He sees not an object, or familiar landmark; and even those made visible by the headlight come and go in such rapid succession, that soon the feeling prevails that

it is his train which is standing still, while the earth is galloping, racing by, underneath. And so the crew of the 57 was wide awake, watching for Elk Park to appear and wishing for daylight.

They had received their orders at Butte to meet Extra 52 and helper 50 at Berenice and while the fireman was taking water at Elk Park, Dad Wolner, the engineer—an easy-going man, small of stature, with squinty eyes and stubby beard, and who had a queer habit of pronouncing certain words in his conversation with more force than others—gave the air a final test.

In making this stop here he had not used much air. So, after the brakes had been released, and the air-pump had again re-charged the train-line, the two brakemen and the conductor took their station on the ground. Conductor Rabb, a large man with a large fiery, non-whisky nose, swung his lantern in signal to "stop" and dad applied the air severely. Then all the brakes were examined while set. When this test was over a signal was given and the air released so that the "re-charge" could again take place. The crew now climbed to the tops of the cars, and began to "club" up the brakes on the "Jacks" or non-air cars, and to turn up the "retainers" on the "air" cars.

Dad had dropped to the ground, and was pounding the sand pipes open, when Rabb walked up, stuck his lantern close to the stooping engineer's face and said,

"Hang to 'em like a sucker, old man! They're heavier than the devil's hind wings. We don't want to mix up in any mountain real estate a night like this."

"No. Neither do we want to *become Spirits or Carpet Figures*. Bet your neck I'll hang to 'em! Those fellows at Berenice may not be able to get in to clear an' we certainly don't want to pile in to 'em!" Dad drawled, in his quaint way.

"You're the doctor. Give me a light."

"Shouldn't think you'd need one with a nose like you have, not at all."

Saw you coming twenty cars away," replied Dad, as he held up the torch.

Owing to all the brakes being partly set it was all the 57 could do to get the train to move. Every man, realizing what might befall if the train ran away, had done the best to "set things" so that full control could be kept. From the start the men were out on top, each lantern seeming like a small candle in the intense darkness, yet sufficient to mark the position of each. During the first two miles the speed had increased, but not enough to make any one feel unsafe, for Dad and every member of the crew had done and were doing their best. The old engineer had just glanced up to the air gauge to see how the air was holding out, when suddenly, he noticed that the air-pump had stopped;—he missed its incessant coughing. This was serious. If no more air could be pumped, the whole air-brake equipment would of necessity be inoperative. He grabbed the soft hammer, ripped open the front cab window, reached out and struck the pump head a blow. No response. The speed had been slowly gaining. With wild yanks of the whistle cord he sounded the "defective air-brake" signal. Every man of the crew was startled. Each almost stopped breathing, but all rushed at the hand brakes of the air-brake cars like mad.

The train had sneaked away from them—was now beyond their control. The trainmen "doubled up" on every brake as fast as they could. Dad stood up and looked back over the train; he could see the lights, at a height above him, rapidly changing; now those in the center would be far to the right and the caboose lights far to the left; now they would shift to the opposite direction; now all would be in a straight line. These changes were made more quickly than can be told, as the train shot around curves or down straight stretches of track. Faster! and still faster! As a stone drops down a well did they gather in speed and shoot through the night.

Now in such fierce pinches as these it often happens that the train crew will crawl to the caboose, cut it from the train and thus save themselves. But

Rabb, being a man of great nerve, never countenanced such proceedings, believing that when a man entered the service, he should be ready to take things as they came, runaway or no runaway. Then, too, he did not like the idea of deserting the "head end" at such times. He said it looked "gosh danged cowardly." Therefore he and his crew, when they realized what they were up against, lay face down on the cars and held hard, expecting every lurch to be the last.

Dad and his fireman felt that something would be wrong at Berenice, yet they spoke not a word. If they could only let the extra down there know they were running away! If there was only some way to flash a message to them. And what if Extra 52 had not yet reached Berenice? With a jump Dad grabbed the whistle cord stretched it out over the head of the lubricator where it held the whistle open, and out on the night air wailed the voice of the 57 like some terrified animal in its death cry—the only warning that could be given!

* * *

"Sheriff" Al, with a burning torch in his hand, was on the ground at Berenice Siding, looking anxiously back at the blocked main line. Collinson was running to the telegraph office to find out if the 57 had left Elk Park. If not he was going to ask that they be held there for his train. Mitch was on the ground—listening, listening—for the first faint sound of the approaching train. Beside him was the rear man. The valley was silent except for the cough of the air pump or the echo of an occasional falling stone. Instead of the distant rumble, Mitch expected to hear, the rumble that for a second would sound, then die away, again to sound nearer and stronger, he heard coming from afar off and echoing from among the crags, a low wailing whistle. It grew faint, again to sound stronger and closer; the same steady note of warning.

At the first sound of the whistle, "Sheriff" Al turned quickly about; Collinson stood stock still; but Mitch, the one man who had been listening so intently, the man who had just one chance to save the lives of the crew of the run-

away, grasped the situation at once.

Jumping to the cab, he talled to the rear brakeman:—

"Hey, Doc! cut 'er off to clear! For God's sake hump yourself!—quick, they're running away!" Then, to the fireman:—

"Get a load in her, Kid! Get a load in 'er!" and he slacked ahead.

To close the angle cock in the train-line with one hand and raise the pin in the "janny" with the other, was but the work of an instant. With a yell "let 'er go!" from Doc, Mitch reversed, the hose parted with a sharp "pish," and with the caboose behind him, and the two loaded box-cars ahead, they started at a break-neck speed down the grade up which they had so slowly labored.

On came the steady cry of the runaway! Long and sickening, freezing the blood in the veins. The distant thunder of the rushing monster could be plainly heard at Berenice; the "To/To!" in answer to the flag sent out by Mitch, sounded sharp and clear. But an army of flagmen with swinging lights, fuses burning and torpedoes set, could not check the wildly rushing train. Might as well flag a comet, expecting it to stop!

"Sheriff" Al and his fireman, Collinson, and the operator, ran up the mountain side back of the depot to be safe should the 57 jump the track in their immediate vicinity, for here the line makes a sharp curve to the south—a regular "elbow" and a wicked place for a derailment to occur.

Mitch had hardly got a good start when, mid a deafening roar and a screeching whistle, there was a quick silvering of the rails at the curve, then the headlight, like a ball of fire swinging right and left, and the huge hulk of the mountain creeper, with the crew hanging on either side the gangway, rocked thundering by! There was one long, black streak of swaying, leaping cars, on the tops of which lay the trainmen beside their flickering lights.

From the wheels angry streams of fire, bands of it, were shooting and sputtering! There was a wink of the green

markers; a flash and a shimmer of the red lights of the rear, a volley of stones and rocks, and the howling Extra 57 fell by Berenice with a power that shook the sleeping mountains, jarring boulders from their beds—then was lost in the distance, chasing Mitch with the reeling caboose behind and the rolling cars in front, while the 50 rocked worse than a dismantled schooner in a choppy sea.

Now, at such times as these, there is little inclination for conversation. All Mitch had to say had been said at Berenice; neither he nor his fireman had spoken since. At the start, Mitch, his back to front of the cab, had stood upright alongside his seat box, placing his left knee on it, grasping the throttle lever with his right hand and the side of the cab with his left. The first "click-ety-clicks" had grown to a loud and rapid clatter which merged into a roar. As they plunged from Tunnel 7 into the wind on the other side of the mountain, he lost his cap. Bare-headed, his hair blowing back, his "bandanna" snapping behind his neck, and his jacket, like a big bag puffing out over his arms, back and shoulders, pulling the band tight at the waist, he hung on with might and main.

Up to this time the Kid had never had an experience on a runaway. This was the nearest to it, and was a runaway sure enough, but a voluntary one on their part. Often had he wondered what one would be like, or what the sensation would be to be mixed up in a bad wreck. He was to realize the former. Possibly the latter. Just now all he could do was to watch, through the dim light cast by the steam gauge and waterglass lights, the shadowy outlines of Sandy's face; the eyes partly squinted, the lips drawn so tightly that the closely cut mustache completely covered the lines of the mouth, the chin protruding sharply, the jaws working the cheeks in and out. Amid all the heaving, the rolling, the pitching and tumbling, he could not but help think of some of the experiences told him by this particular engineer.

They slammed around a curve and then into No. 6; a reverse curve tunnel

a quarter of a mile long. The engine pitched far to the right, reeled back to the left, and the Kid found himself on the deck, while over him rattled the glass from the broken globe of the steam gauge lamp, which had been thrown down from its place and the light blown out. Then, with a lurch to the left, with muffled echoes of the protesting clang of the bell telling that they were still in the tunnel, he was banged, before he could secure himself, against the right wind-sheet and again thrown to the deck.

Mitch had nearly fallen, too, but had saved himself by winding his right arm about the reverse lever, and grasping the fire-door chain with his left hand. Yet on to Basin they flew, and by that town! On, and out to the water grade toward Boulder, he urged the 50! Praying, hoping, that he might reach there in safety—yet expecting, at every wild pitch of the engine or far reach of the caboose lights, to be hurled to the ditch! There the roaring, pursuing Thing would grind him to the dust!

The Kid had just picked up an oiler which had fallen to the deck, when Mitch grabbed him by the shoulder with the right hand and snapped,

"Here, take this switch key—get to the hind end th' dog-house—an' line em, up—when we get to Boulder!"

And now the kid, instead of dreaming of, or watching others do a daring deed, was himself to perform one. Nothing daunted, he pocketed the key, grabbed the white light and made a run up the coal pile of the partly emptied tank to gain the top. Mitch was watching him closely, for it was no use to look into the dark ahead—he could see nothing, the night was so black and up to this time he had been guided only by the reeling caboose lights. They swung around a curve to the right; the Kid reeled, lost his balance, fell and slid with half a ton of coal to the iron apron in the gang-way, smashing the lantern. But again, this time without a light he rushed up the coal pile, gained the top and carefully picked his way to the back. He pitched to the right, plunged forward and sidestepped twenty different ways. Mitch raised himself a little

higher. Had the boy fallen down between the caboose and the tank? Ah, how relieved he felt when he saw the outlines of the lad rising against the red haze of the top cupola light and reaching out over the black abyss from whence came angry, snarling sounds of the wheels calling for blood! Cautiously the boy crouched and slowly lowered himself from sight over the back of the tank and down into the warring sounds.

Mitch's eyes never left the place where the shadow had been seen. Presently a head appeared, then the shoulders. The Kid was climbing the caboose platform ladder; the door must have been locked. He crawled on his hands and knees over the roof of the pitching caboose to the cupola. He tried the side windows. They too, were fast. Now Mitch saw him slowly raise himself, grasp the hand-holds on the top of the cupola and with his body extending out over the lurching edge, "tce" himself to the rear of the "look out," where he again dropped from sight as he descended the black caboose ladder to the rear platform.

Mitch now thrust his head and shoulders out of the cab window to see if he could catch the faintest outlines of the Kid. Had he really gained the platform? Or had he fallen, and his screams been drowned by the louder scream of the wheels? Was he alive on the platform, or was he up the line dead, in the path of the runaway again to be run over? Mitch, forgetful of self and always ready to sacrifice anything for his fireman, climbed to his knees on the arm-seat of the cab window, that he might reach still farther out. No sign of the Kid! The darkness was so heavy that it hurt as he was hurled against it! Out here the howl of the wheels sounded louder. The rush of air smothered him. He caught his breath! But what of the Kid? He slid back into the cab. He would stop and find out where the boy was. No! that would not do, for the runaway was after him, and he knew not how close it might be.

Then another thought tortured him! He was rapidly nearing the railroad

crossing at Boulder. Should he stop, or take the chances that no train was using it? If he stopped, his pursuers might catch him. If he did not, he might catch some one on the frogs. There was a desperate chance, and he took it! Again he filled the cab window with his form, this time to look for the crossing as well as for his fireman. There was a crash, a clatter, and a bang as they struck the crossing frogs. The lights of Boulder, small as fire bugs, blinked in the distance. He "dynamited" the air, tooted a signal to the Kid—if he was still on the platform—to set the caboose brake, and they slowed down for the passing track switch.

He saw the merest semblance of a shadow drop from the rear steps and run to the switch. Then, in an instant, the white light flashed red; and out of the dark a voice—the Kid's, and how sweet it seemed—signaled him "back." When into clear it signaled him once more this time to "stop", and the switch flashed white for the main line and the Extra.

* * *

The 57, in close pursuit of Mitch, had flared through the night like some gigantic torch-light procession, fire flying from the brake shoes and wheels and numerous hot boxes. Its defiant roar had filled the whole valley, awakening the sleepers along its path. If it could only hold the snake-like track in Tunnel 6, there was hope for gaining control once more on the water grade just beyond Basin. That hamlet seemed but a blur on the mountain side as they fell by it. At this point the crew, trusting in the water grade, again tackled the brakes. As they crawled on hands and knees from one brake staff to another, they tried to keep an eye down the dark for some sight of the pursued, every nerve and muscle braced for the final lunge they had long expected would head them in the ditch.

About half way down the water grade where the speed would slacken, they too had their thoughts on the crossing. But the tonnage monster was not so easy to get control of as they had hoped. It kept dropping toward Boulder with

hardly any signs of slowing speed. Eagerly they watched for the head light to tell them that there was nothing on the crossing. If there was! They took the crossing with a jump and smash, swung gracefully around the slight curve toward the town, and there beheld, in on the siding and safely to clear, the little train they had been chasing.

Each man felt his heart beat again; the strained nerves began to relax; and hands trembled that had been as steel before. The sharp mountain air tingled the nostrils. The one, continuous, mighty roar they had been hearing for hours it seemed now gave place to merry clickety-clicks. They rattled by the siding, clattered by the depot and tank, and ran through the town for a mile up the stiff grade to the north.

Mitch had just reached the office when he heard the extra out at the crossing; yelling for the operator to come out and get "an eye full," the two of them amid a shower of sputtering sparks from the grinding brakeshoes, and the smoke and blaze of the hot-boxes, stood on the platform and yelled like demons—why they never could have told—as the runaway rumbled by them leaving a stifling smell behind.

Soon, with flat wheels pounding, the finally subdued monster backed down to the tank. When the head end of the train had nearly reached the depot, Rabb and the rear man dropped off. As soon as the engine had stopped at the tank, Dad and the head man joined their fellows.

"How do you braves like falling out of a balloon at night?" asked Mitch.

"Well never you mind. We touched only the high spots. Section men won't have to fix them neither. Knocked them all down." Dad answered as he spit in one of the hot boxes to watch it sizzle.

"Spouse we have to look for another office," thoughtfully spoke Rabb. "How was the 'Red Stack' hooked up for men when you left that part of th' country, Mitch?"

"Red Stack!" butted in Dad, "Huh, it's a cinch your blossom always points right." And he baptised another hot box.

"It's wrong this time, though; better try the 'Narrow Escape,' boys. She's good for a job almost any time," answered Mitch.

"All right, Sandy," and Dad's little eyes snapped, "If *you* ever fall down a well at night, you just *whistle* for me and I will get *out* of your way in a hurry. What did *you* think of *my* whistle? Like it at all?"

"Oh, it cut the mustard, all right; it was all I heard, and it was enough. But that Kid worried me more than anything else. Well, so long, boys. If I had a parachute, I'd lend it to you. You're liable to need one before you get in." And Mitch was off for the 50.

As he headed again with his dinky train for the foot of the Berenice mountain, Dad's head man said, as he playfully took off the old engineer's cap to see if the iron gray had turned white,

"That fellow's properly carded 'Sandy,' isn't he, old man?"

"Don't you get gay, *youngster*," and he grabbed for his cap, "Dig in an' pack some of these hot-boxes; we don't want to be *here* till *next* Christmas!" And with thoughts of the runaway, "Sandy" Mitch, a new home and a job on either the "Red Stack" or the "Narrow Escape," he slowly walked toward the 57.

In Memory's Field.

BY GEO. P. FLOYD.

Written for The Railway Conductor.

There is a feeling within us that loves to revert
To the merry old times that are gone.

Those good old days, dear old days.
When our heart beat high and bold,
When all things of life were not of strife,
And the future a haze of gold,
Yet what knew we of the strife to be
In the years we long to greet.
Tick, Tick, Tick, Tick.

'Tis so the clock warns us of eternity.

The changes that have been wrought
in the status of railroading during the
past sixty years are most remarkable.
To many who are not conversant with
the business, and who have not been
actively engaged in it, the methods that
have been adopted to reduce the records,
and the improvements connected with
the business during the past 60 years is
rather an enigma.

'Tis pleasant at times to open mem-
ory's casket and hark back, to years
gone by, and dwell on some of the in-
cidents of our past life, and think of
those old friends, so many of whom have
crossed the pathless ocean of death.
They have gained the choir invisible,
of the immortal world. They have
slipped their anchor, and sailed away,

whither we know not. The tree once
so green and fruitful and full of buds of
promise, is now almost leafless. One
by one those old friends with whom we
used to talk, walk, ride and "Smile with"
say things "Wise and Foolish" have
dropped off. Soon we hope to meet
them in the "Beyond."

Fly swift around, ye wheels of time, and bring that
welcome day of rest.

Death? Aye, what of death?

'Tis but a cribbing of a few scant hours,
The outpour of a soul in words, not tears,
And for its plaint of never more, may not
Some happier answer lie in those deep depths be-
yond.

If sleep be comforting, then what of death,
Aye, what of death, that closes weary eyes,
Only to gently open them again
On brighter, fairer scenes, such joys of heaven
As never on this sphere can be vouchsafed.

When we look back sixty years, and
reflect on the changes and improve-
ments in railroading during that time,
it almost takes our breath away. When
we first commenced railroading on the
Boston and Maine road in 1846, the
locomotives on that road were all built
by Hinkley & Drury of Boston. The

Baldwin's first came out in 1837. Many of the Hinkley & Drury engines on the B. & M. were quill wheel, single drivers, 4 ft. 8 in. in diameter, inside connection with drop hook, weighing about fourteen tons. Cylinders $9\frac{1}{2}$ inches by 18 inches. The boiler seven feet long with eighty copper tubes. The fire box $3\frac{1}{2}$ feet broad, $3\frac{1}{2}$ feet high, burning 2 foot wood. Steam was blown off at fifty pounds. Old fashioned pumps were used for feeding the boiler with water. Yet those little quill wheels could run like a scared deer, with two coaches they would skip along 30 miles an hour, even in those days.

In 1848 as baggage man and brakeman on the little Medford Branch of the Boston & Maine "Five Miles"—we ran eight times each way over the road, making seven stops each trip or 112 stops each day. The cars used were the old fashioned English pattern, like a Concord coach on wheels, with entrance at the side carrying 14 passengers.

Old fashion leather bunters, chain coupling. The brakeman sat on top of the car, as freight cars are now rigged. The fare ninepence— $12\frac{1}{2}$ cents. No tickets were sold between the terminals. For locomotives we had the Cocheco, a little quill wheel built by Hinkley & Drury, with upright cylinders. She weighed about 10 tons, with tender. The Cocheco ran on the road until 1854, when she was sent to the scrap heap from which she was rescued by George L. Dunlap who commenced railroading on the B. & M. with the writer in 1846. He commenced as ticket-clerk. Chas.

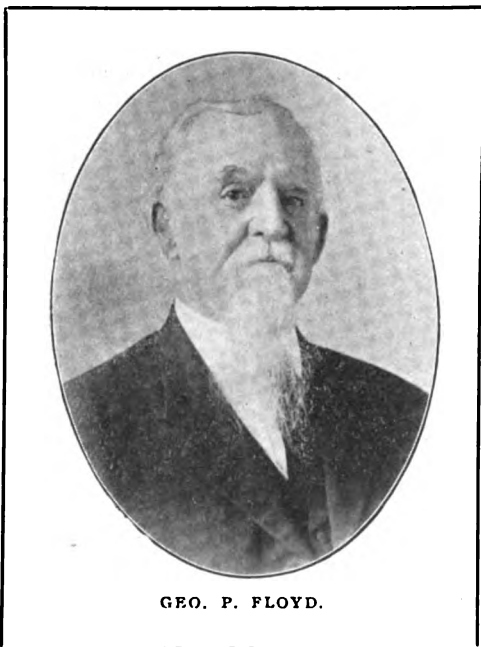
E. Minot was the superintendent. In 1854 Dunlap went with Mr. Minot to the New York & Erie, from there Dunlap went to the Chicago and North-Western in 1855, as superintendent, before it was consolidated with the Galena and Chicago Union. Dunlap remained on that road as Superintendent and General Manager until his death in 1896. In 1855 Dunlap purchased the little Cocheco of the B. & M. Co., took her to Chicago and had her rebuilt by Geo. W. Cushing, then M. M. of the C. & N. W.

Cushing also commenced on the B. & M. in 1848. Dunlap renamed the Cocheco, calling her the Minnie, for his daughter. He used the Minnie as his private engine, running her himself. No doubt there are many who peruse this article who will remember the Minnie.

From the word go, the Michigan Central Road was stocked with the Manchester, N. H. locomotives, both passenger and freight. The passenger engines were all 6 ft. drivers, inside con-

nected, 18 by 24 cylinders, wood burners.

The spring of 1855 found the writer on the M. C. as passenger conductor. In those days all passenger trains were run by the time card. The conductors were not hampered by telegraph operators telling them where to go or how to run their trains. The conductor had full charge of his train from start to finish. We were running trains on what was called the 20 minute system. When trains were to meet, if one train was behind time the one on time would wait 20 minutes, then proceed keeping 20 minutes behind until it met the belated



GEO. P. FLOYD.

train. If both trains got 40 minutes behind schedule time, they both lost right to the road and must run wild, flagging around corners, until they met, when the train nearest to a station must back up to the station or a side track to allow the trains to pass one another. In those days the conductors took great pride in making their schedule time and bringing their trains to the terminals, Detroit and Chicago, on time, to make connections with other roads.

Of the 19 conductors running passenger trains on the M. C. in 1855 only two are now in the flesh—George Hopper and the writer. Geo. Hopper ran a passenger train on the M. C. for many years. For the past twenty years he has been general paymaster of the M. C. and all its branches. He is still in harness, and bids fair to be able to pay the salaries to the employes of the M. C. for many years.

Of the 95 engineers who were running locomotives on the M. C. in 1855 but one is now living—John McCurdy, who is living at Jackson, Mich., as a pensioner of the M. C. Co.

In running a passenger train we always considered that the engineer was the one to be depended upon to make the time, although the conductor could be of great assistance in getting away from stations as quickly as possible, and by making the engineer a confidant and being on good terms with him.

In those days I always made it a point to see that my engineer and fireman were taken care of when they made up lost time, the recompense to be in proportion to the time made up. I suppose this would seem rather queer to some of the younger conductors new in harness. In those old days our cash way-bills were very heavy compared to those of nowadays, \$1500.00 and \$1800.00 a trip was an average way bill. In those days a ticket punch was not known, old paste-board tickets were used over and over again, no extra charge for paying fare in the trains. There was no check on the conductor at all, we all went on the principle that it was to the interest of the company for the conductor to

keep in touch with his engineer and fireman.

In those days we had some rather queer packages of human nature wrapped up in the engineers; many of them were eccentric, whimsical and had odd ideas. It required a good judge of human nature to size some of them up, and get into their good graces. A very peculiar and freakish specimen of humanity was Dick Tompkins who ran on the Central for many years. Dick was a case, he was as odd and stubborn as Balaam's off ox. If he didn't take a liking to the conductor he was pulling, he wouldn't budge an inch to make up any lost time, but would just keep his train on the same time that he took it. But if, perchance, he was pulling a conductor who had found his way into Dick's tender spot, Dick would take all the chances to land his train at the terminal on time or run her in the ditch. In a kind of hocus pocus way I managed to get into Dick's favor the first time I struck him; I did it by just letting him alone and not in anyway dictating to him. As the old saying is, "give a man rope enough and he will hang himself." I remember a number of incidents with Dick which showed his peculiarity.

I left Chicago one night in December, 1855, with the night express with six passenger coaches, baggage and express cars. It was a terrible night, The storm bent with a fury that was hardly ever equalled. The wind blew a hurricane, as it only could on the open prairie. The pelting rain fell in torrents as though the sluices of the skies had opened all at once. Nothing could have ever overpowered the mighty rush of the wind and rain but the tremendous rattle of the thunder, nothing could have penetrated the thick profound gloom of that darkness but the painful blue blaze of the forked lightning. Between these flashes of piercing all pervading light and succeeding claps of thunder, the suspense and strain upon the mind of the engineer of the train must have been terrible..

Tom King, with the locomotive, Flying Cloud, a six-foot Manchester, took my train from Chicago to Michigan

City, 56 miles. Tom took my train into Calumet, 13 miles, five minutes late. I could see from the word go, that Tom had a touch of faint-heartedness, although generally he was courageous and daring, yet I could see that the terrible storm was too much for Tom's nerves and had taken the wind out of his sails. He pulled the train into Michigan City twenty-five minutes late, rather to my disgust. There we changed engines. I anxiously went forward to ascertain what engine would take my train from Michigan City to Marshall, 118 miles, I was agreeably surprised to find that Dick Tompkins with the Trade Wind, a six-foot Manchester, all cocked and trimmed ready to hitch on the train. "Well, Dick, how is the old girl tonight," I asked, "Oh! She has a hundred and enough". "How came you in here 25 minutes behind time? Is Tom King troubled with cold feet, or did he see spooks in this little blow?" "A little of both," I answered. "Well, if the old wild cat holds together I'll change the deal," remarked Dick. When I swung the light for Dick to pull out, he gave the Trade Wind the full tib, gave her sand. The fire flew from the rails and the sparks from the old fashioned smoke stack as large as hens' eggs. I could see that Dick meant business. Our first stop was Miles, 35 miles. As I passed through my train I encountered an old man poorly clad; asking him for his ticket, he pulled out an old wallet to pay his fare. "I'm going to New Buffalo, how much?" "We don't stop at New Buffalo, you will be obliged to go to Miles and return in the morning on a train that stops at New Buffalo. I will give you a return slip." The under lip of the poor old man dropped, he turned pale. "My God" said he, "I've walked from New Buffalo to Michigan City to get medicine for my boy, he is dying of pneumonia, he will be dead before I can get to him". "Put up your money, old man, you shall stop at New Buffalo, don't worry." When Dick whistled for New Buffalo, I pulled the bell cord on him, which I knew would make him as mad as a wet hen. I took the old man to the platform of the car ready to help him

off and not bring the train to a full stop. As soon as I was sure that he had his footing on the slippery platform, I swung the light for Dick to go ahead. It so happened that two men had the taken chances of the train stopping at New Buffalo and they boarded the train. Dick took the train out of the station flying. I was in the first coach taking the fare of the two men who had boarded the train. We had passed the last switch and were just getting under headway when whack! a crash, and timbers and glass were flying. I was carried to the other end of the car amid broken seats and half a dozen passengers on top of me. We were in total darkness, the lights had all been extinguished. The cries and groans of the injured passengers were terrible. I knew we had met another train head on. I managed to pull myself out of the mess and made my way to the platform of the car. I found the first coach was on top of the second class car which was telescoped into the baggage car with that on top of the express car and that on top of the tender of the engine. My first thought was of the engineer and fireman. I groped my way forward in the darkness to the engine. I found the Trade Wind on top of the Brown Bear, the freight engine with 30 cars of stock behind her. I expected to find my engineer and fireman under the wreck. I called for Dick. "I'm hunting for my fireman," he growled, "he's under this wood pile." Dick had stuck to his engine and had reversed her before we came together. He had a broken ankle and was pretty well shook up. The fireman was throwing wood into the fire-box when we came together. It was a short curve and didn't give them time to think. The fireman was caught by the wood falling on him from the tender. He was dug out with both legs broken and badly scalded by the steam from the freight engine under our engine. He lived, but was crippled for life.

The storm was still raging in all its fury. The night was terrible, with the cries and groans of the wounded passengers, in the impenetrable darkness, made the wreck extremely gruesome.

A fire was soon started near the wreck which enabled us to work and extricate the injured passengers from their confinement. Two men and a woman were taken out of the second-class car, dead, together with eight with broken legs and arms and otherwise injured. I sent a messenger with a hand car to Michigan City for assistance. A relief train was sent which conveyed the dead and injured to hospitals in the city.

The wreck was caused by the stock train running off its time. The conductor, Barnes, had mistaken the meeting place. As is generally the case, the passengers were furious about the mishap and they were anxious for a victim to hang up or to tar and feather. Anticipating this, I had advised Barnes, the conductor of the stock train, and his engineer to skip—"Vamoose," to save their necks, which they were quick to heed. Although the wreck was a very serious one yet it was rather a fortunate one in some respects. Had I not stopped the train at New Buffalo to allow the poor old man to reach his home in time to save his child, which he did, the two trains would have met on a high embankment on a curve, down grade, half a mile from where the wreck occurred. We would have been running as fast as the Trade Wind could have turned her wheels. Nothing in the world could have saved us from a terrible wreck and loss of many lives. To my mind it was a case of predestination. "God moves in mysterious ways." When the passengers ascertained the fact that many lives had been saved by the fortunate occurrence of stopping for the old man to attend his sick child,

a number of them visited the home of the old man, and contributed very generously to the comfort and welfare of the family who were in straitened circumstances. Quite a large purse was made up for them. Thus a kindly act saved many lives and relieved a suffering and worthy family from want, as well as, perhaps, saving the life of the poor man's child.

Dick Tompkins remained on the M. C. until 1860, when he went to the Louisville & Nashville road and ran an engine on that road until 1864. During the month of December 1864, while on my way to Alabama, I was corralled at Bowling Green, Kentucky, by the Federal officials there. My baggage was seized and I was placed under arrest as a Confederate Agent. A very serious charge in those days, during the Civil War. There I met Dick Tompkins who was at the station with his locomotive ready to pull out with his train. Dick was in touch with the Federal commandant of the post. Through his influence I was released with my baggage, which was very valuable and allowed to proceed on my journey.

About six months after that occurrence while Dick's engine was standing at the station ready to pull out with his train, he disconnected the engine from the train, mounted her, pulled the throttle wide open and met a freight train coming in about half a mile from the station. The result was that Dick's engine was reduced to scrap iron and Dick's mangled body was found in the wreck. The result of a crazy man's crazy freak.

Some Plain Truths on the Labor Question.

G. B. YOUNGER.

To describe all of the reforms inaugurated by organized labor would require several editions of the CONDUCTOR. To give an idea of some of the labor legislation *first thought out in unions* and then forced through stupid or corrupt legislatures, the following instances may be

mentioned: Fire-escapes on Factories, Inspectors of Factories, Abolition of Child Labor, Shorter Workday, Ventilation in Workshops, Weekly Payment of Wages, Two Outlets to Mines, Protected Wages of Wives from Attachment, Abolished Truck Stores,

Guaranteed Workers Wages by Lien, Safety Appliances, and others. Many of these are not in force in all the states, but the unions are steadily working to make them universal. Thus, the story of organized labor shows that again and again the unions undertake some task *which the community as a whole should do*; and in spite of opposition they persevere in the good work until the government or the middle class take up the matter, complete the long-delayed work, and receive all the credit. About 75 years ago some of the labor papers said, "Vote yourself a farm." They were scoffed at by the press, the colleges and business men's clubs. The labor papers refused to be "scoffed" into silence, and today unanimous public opinion declares they were right. The Homestead Law, enacted in 1862, has been called "one of the most beneficent and successful laws ever passed." By its provisions any present or prospective citizen can get a farm of 80 or 160 acres for the payment of five or ten dollars, receiving a title after five years occupation. It has been the means of settling millions of acres in the western states. It was the unions that discovered the outrageous fact lately that 30,000 little children are working in the mills of the south. And when Alabama at the dictation of the mill owners, repealed its child-labor law, and put many hundreds of little tots into their unhealthy mills, it was a union, not the Foreign Missionary Boards or what not, that sent a *special woman* organizer, at the union's expense up and down the state, to have the law re-enacted.

The Safety Appliance Laws have saved countless limbs and hundreds of lives of railroad men. These are only a few of the *good* acts of unions that have been done for this country. They have always stood for the rights of the many against the unjust privileges of the few.

So long as any individual is allowed to hire other individuals, and make a profit from their labor, just so long will there be strikes and labor troubles. Indeed, under any form of the government of the means of production, there would

be an occasional strike and perhaps a great many. But the last thirty years has proven one fact, *the strongest unions have the fewest strikes*. No one suffers from a strike as much as the strikers themselves, and it therefore becomes the duty of Grand Officers, Chairmen, or agents, to prevent strikes by interviewing employers and submitting differences to arbitration. The most successful Grand Officer, Chairman or agent, is he who obtains better conditions for his members without the necessity of a strike or even a strike vote. The right to strike is God-given and as essential as the right of free speech or suffrage. Hear what Abraham Lincoln had to say on this point, "Thank God we have a system of labor where there can be a strike, whatever the pressure, there is a point where the working man may stop." The man who has not got the courage to strike and sits down when his work is increased or wages reduced and calmly says, "Thank God it is no worse," and "I think we better leave well enough alone," is a barnacle on the "ship of progress," and should be made to emigrate to Siam, or some other country which has not been liberated by the courage and devotion of a host of patriots. But (with a big B) there is no more connection between a strike and a strike-riot than there is between a river and a drowning accident. No one wants the river drained dry because some unskilled boatman met with a mishap. The incalculable national benefit that has been derived from unions and strikes dwarfs the few occasional breakages and sore heads into insignificance. No leader (union) ever advocates violence. If he did, he could and should be held responsible for every brick thrown by a boy. In the arrests of rioters made during a strike, it is seldom that a union man is convicted. College students do more rioting every year than all the unionists combined. The representatives of the law have often been the first and most serious law-breakers during a strike. Take Albany, where the militia shot dead two well-known citizens during the street car strike; Hazelton, where the Sheriff and

a gang of toughs shot and killed 24 unarmed coal miners. In neither case did the workers retaliate, or the law punish the guilty *The very best way to prevent strikes is to get every last man into the union, to pound the principles of the union into their heads, to get a half million dollars into the treasury and elect the most level-headed men as officers,*

and to pass and (see that it is carried out) the following:

RESOLVED, That we hold it as a sacred principle that union men above all others, should set a good example as good and faithful workmen, performing their duties to their employer with honor and credit to themselves and their organization.

Co-Operation.

L. M. W.

At first glance this looks like a dead subject, but under the powerful microscope of honest research marvelous powers of life are revealed, wrapped up, in it are great wrongs, great needs and great opportunities for loving effort.

The great and good Gladstone said that the greatest nation was the one that made it easy to do right and hard to do wrong. When there are so many organizations for doing good, there seems to be no excuse for one however busy, but little opportunities seized will prove, God's hand is leading. The Bureau of Reform on Maryland Avenue in Washington with the Rev. Wilber Crafts at the head is a marvel of power through co-operation. Associated with him is the great worker for reform—Margaret Dye Ellis. As a representative of the W. C. T. U. probably no woman is doing greater work in legislative halls. The Bureau requires that we keep the billboards clean by the assistance of the Mayor, also that we rid places of gambling slot machines. Suppression of the crying of the "Sunday papers"; the uniting of the people in placing the curfew law on the statute books of our city will go far towards protecting the young who are yet undeveloped in crime. All corrupt reading whether in newsrooms or elsewhere we may help to abolish. Fathers and mothers must not let social engagements interfere with the moral training of their children. A servant rightly trained "shall become a son at length." The

late Mrs. Hunt who secured Scientific Temperance laws in the schools of nearly every country of the world said;—"The star of hope for the temperance reform stands over the school house." This might be said in reference to all reforms. "The child is father of man." One writer said that the best work along temperance lines is the Medal contest, or prize speaking work among the young people of schools. Even rumsellers have been influenced by this. This work was planned by Jennes Demorest of New York, and is more and more a working power for good. The great cloud hanging over the world to-day every thoughtful person knows is intemperance. A writer in one of our leading magazines said several years ago:—"The twin scourges of our land are licentiousness and drunkenness," but there is hope. Christian forces are everywhere uniting, and Mr. Craft suggests the first united gathering be at the primaries and the ballot box, and in this connection there is no more powerful agent than the mail box. He recommends that the Y. M. C. A. and the W. C. T. U. unite, but could not this be said of all Christian forces. "One shall chase a thousand and two shall put ten thousand to flight",—is fact, as shown in history.

By the awful destruction of "the beautiful city" of San Francisco is brought to mind the Bible history of the destruction of the wonderful city of Babylon, of Sodom and Gormorrah

and later of the licentious city of Pompeii. It is said the officials of San Francisco did not know of the awful conditions and wickedness of Chinatown. Well, why didn't they? Isn't it the business of such men in authority to *know* the condition of their city? San Francisco has been called the "wicked city"—a name which might never have been applied had the people co-operated with the God of nations for its purification. In Isaiah we read: "I will make a man more precious than fine gold; even a man than the golden wedge of Ophir. Therefore I will shake the heavens, and the earth shall remove out of her place in the wrath of the Lord of hosts." In co-operation with the Women's Christian Association and their societies, Margaret Sangster has done a wonderful work in saving girls from lives of shame at the hands of designing men and women. Posters were scattered throughout the country warning young women at the time of the World's Fair and Expositions. Christian women were secured to meet every incoming train and give the help, and direct these girls as the need required. The appalling revelations made at the Paris congress in August 1902 show an organized traffic in girls almost beyond belief. It has its bureaus of distribution, exchanges, agents and price-lists. Italy serves these agents. Some 1200 victims are sent from Genoa to South America every year. These girls who are preparing to join relatives are persuaded on ship-board to land at Montevideo when their destination is Argentine, or the reverse. Thus they are in the power of the agent. The Baroness of Montenach spoke to 2200 of these victims in Buenos Ayres. The thoroughfares where these girls are imprisoned are called "the streets of blood and tears." A Berlin paper said, after the congress,—“The measures of one nation only are powerless. International action, by means of which the authorities of the various countries may co-operate, cannot fail to attain the end desired. In 21 months 41 victories were gained in the line of reform, because there was organized effort enough at Washington to push these reforms.

President Roosevelt as well as the W. C. T. U. and kindred societies greatly favor the sending of letters to representatives and senators. He declares, *there* lies a mighty power. Are we as individuals feeling our power on this line? Aroused by the appeals of the W. C. T. U. through its Legislative Superintendent, Mrs. Margaret Ellis of Washington, the President vetoed the official certification of prostitutes practiced in the Philippines. The overruling of the license system in Fertilua came through Christian agitation. The church should not be so busy with doctrines that it cannot give largely of its time to organized effort for the improvement of the masses in every direction, such as the closing of Sunday theatres. The churches can aid materially in Social Settlement work as they have already done by supplying good reading which is distributed through the cities; by sending needed clothing, fruits, vegetables, and so on. English and Swedish ladies of Worcester unite socially for advancing Christian work. Governor Washburne's daughter started the girls' club or social settlement in a Massachusetts town. It was first held in the Congregational Church, and is now located on the Main Street. Some have said it is doing more good than the churches, yet it is to be remembered that Christianity is the mother of all reform. The secretary, a former Northfield student, now has a call to a larger field in Chicago: and all the result of co-operation.

In the book entitled, "The Burden of the City", the author tells in a most forceful way of her work in co-operation with different societies. A girl, the daughter of a drunken father was put to work in a mill. The Christian worker found this a case to take to the office having the sign, "Factory Inspection," for although the girl was under 12 when she wanted to go on a picnic among the fresh air children, she claimed to be 14 at the factory. A girl was found picking up coal when she should be in school. This was a case to bring before the Compulsory Education Committee, and have the truant officer look after her. The Woman's Protective Agency, The Board

Meeting of Friendly Visitors, the Salvation Army, the Sunbeam Club, (which you who read the Ladies Home Journal, know and to which we may lend a hand), the Bible Society, the Bureau of Charities, Boarding House, or "Co-operate", where girls may board on small wages, Humane Society, Inebriate Homes, Summer Country Homes, Flower Mission, Circle of Kings Daughters, Sunday School, and when all else fail—the Bureau of Charities is always able to suggest something helpful in the work for the uplifting of humanity. It sometimes takes the combined efforts of half a dozen different organizations to put a family upon its feet. I think it is Dr. Josiah Strong who says that the Ministers of our large churches do not have help enough. Where there is one minister, there should be two, where two, four, and so on. The laymen of the church do not support the work "financially" as they can and should. The demands are greater than a century ago! A long cherished desire of some of our Christians is that the millinery bill of our country which is millions and millions of dollars annually, might be reduced, and large sums poured into the Lord's treasury. This is not impossible, for when a "woman will, she will." It remains with the home church to start such a world-wide reform. Interesting stories could be told where individuals have done this, and one said of a fifty cent hat,—“Why, if you had bought it at a milliners it would have cost three or four dollars!” We are co-workers together with God, and, as with the members of the body, one cannot say to the other, “I have no need of thee.” Unless we lift up our voices, unless we use our influence against wickedness in all places, it will be accounted to us a sin. As one thinks upon this subject, there comes to mind the story of Eli and his two sons, as recorded in 1. Samuel, 2:18. The Lord said in substance:—Eli you *knew* your sons were making themselves vile, and you restrained them not, therefore I will destroy

them and you, and He did. The world is saying:—“Why is God visiting his people with such awful calamities?” All history flings back the answer; “Because the people made themselves vile, and ye restrained them not.” There should at once be organized effort all over our land to save the school children from immorality. The president of a powerful organization in Massachusetts said, “I should not dare to tell the awful conditions that prevail in the schools of one of the cities of this state.”

At the great rally in Chicago's immense Auditorium on May 3, the chief public meeting of the semi-annual gathering of the bishops of the Methodist Church, Governor Hanly of Indiana, who presided, uttered these ringing words: “Every brothel and every saloon in the great centers of the country is a challenge to Methodism. Every man who tramples upon the trust confided in him by the people is a challenge. Every great city which is the victim of maladministration is a challenge. Methodism must not miss the opportunity.” And the general press of the city gave the meeting and its radical utterances conspicuous space. Co-operative action on the part of voting Methodists would contribute greatly towards clearing up the Country's moral atmosphere.

With the best workers, there is no room for envy. Each realizes that he is unique; that he is filling the place no other can fill, because in all worlds there will never be another just like him. Both men and women have one of the greatest weapons in their hands against all kinds of evil, and that, let it be emphasized, is the mail box. It is said that one of our greatest senators (as is often the case) was undecided which way to vote upon a certain important measure, but a flood of letters came to him which quickly decided him. The co-operation of men without the aid of the Holy Spirit is fruitless. “Without me ye can do nothing”, and “A city builded in righteousness *that* shall stand.”

Unhappy Country Agent.

WILL G. MCKINGEY.

It is a comical sight to see an agent in a small country town, while on duty, on his way to meet a train all laden down. He may be called a combination man, or a man of many burdens. He is his own superintendent, despatcher, freight, express, ticket and baggage agent. When a passenger train blows a signal for his station, he is seen moving in the direction of it almost hidden from view with packages of express, baggage, and sacks of Untied States mail; Carrying signals, red, white and green flags, or a red and white lantern. He has a great deal to contend with, and has enough to mar his good nature. Works all day to draw his pay and all night to hold his job. His superintendent does not fail to keep him well supplied with rules and regulations, and gives him strict orders in a brief, pointed letter, that he must study and obey

them. The auditor kicks about his reports and censures him for not writing a Spencerian hand. The general freight and passenger agents won't let him forget them. They write and give him to understand that he is not down on his job and should increase the freight and passenger receipts at his station daily. The poor fellow lies down and tries to sleep after his laborious day's work, but it is all broken up with unpleasant dreams, thinking of the sarcastic business letters received from his high officials, this poor unfortunate creature no doubt thinks that his burdens are more than he can bear, and life is hardly worth living. His night dreams and hallucinations haunt him night and day. He says that there is no rest for the weary and heavy laden.

An Object Lesson.

FROM "IRON MOLDERS' JOURNAL."

One objection to the methods of trades unions which is frequently made by employers, is against the short notice given when higher wages or shorter hours are desired. The workman's attention is called to the business proposition, that higher wages or shorter hours carry with them an increased cost in production, and that as all manufacturers are forced to enter into contracts which provide for the delivery of manufactured material, at a fixed price, to be delivered within a specified period of time, and frequently at a small margin of profit, that it is impossible to grant the request made without wiping out all profit, and they therefore are unable to concede the request.

In discussing the business features connected with this question, the employers generally express the opinion that the workmen have not given sufficient thought to the manufacturers' ob-

ligations, and are asking for something which he is unable to grant without serious loss.

When his employes ask him how he is able to carry out his contracts with customers, with profit to himself while the market price of raw material is constantly fluctuating, he promptly replies that, as soon as he accepts an obligation with a customer, he immediately safeguards his interests by contracting for all the raw material required to complete the order, by so doing his profits cannot be wiped out by a future advance in the cost of material—and he adds:

"So should it be with the cost of labor; you are not giving me the consideration I am entitled to when you request an advance after I have contracted to sell the output of my plant at a price which I cannot change, as it is fixed by contract. In all fairness, why didn't you tell me that you wanted higher wages or

shorter hours before, so that I could have known of the increased labor cost before closing contracts. The trouble with you union men is that you care nothing at all for my interest and the money I've invested, and if you were half as fair as you profess to be, you would have come to me before I had made my contracts, or waited until they had expired."

This, in substance, is the argument which thousands of union committeemen have listened to, after having presented a request for better conditions. As a matter of fact, few manufacturers, if any, contract with one customer for the future delivery of the entire output of their plant, and their contracts, as a rule, overlap each other. There are periods in each year when, so far as contractual obligations are concerned, advances in wages or shorter hours can be granted without seriously interfering with the item of profits.

Organized labor has recognized the justice of the employers' position in this respect, and for some years it has been customary with trades unions to give at least 30 days' notice of any change in wages or hours which is desired.

In those industries where machinery is used extensively, and where the hours of labor regulate the machines' output, the employers have justly held that ample notice of any desired change in the hours of labor should be given, that proper provisions might be made which would prevent any reduction in the plant's output.

Many trades unions in recent years have made a practice of giving ample notice of changes desired, doing so with the full belief that it was but justice to the employer, and that this consideration of his business interests would tend to establish more friendly relations between them. There are many reasons approving of such a policy, for it is fair to the employer, it is business-like in its application, and it does not savor of the method so emphatically condemned by the employer, of waiting until he is rushed with orders and tied up with contracts, and then pressed with a demand that he must either grant or

suffer the loss of custom as well as of profit.

In former days the trades unions were much weaker and less effective than they are today, and had they failed to take advantage of every opportunity which for the time being gave them the advantage, their progress would have been slow and halting, if progress was made at all. As their ranks grew in numbers and discipline, and the employers began to meet with them in conference, they saw the justice of some positions assumed by the employers, their discussions covered a wider range, and the crude and irritating methods of approaching the employer, which had prevailed was changed by the trades unions for those broad-gauge, open-handed, fair-minded, business-like methods to which no fair-minded employer could object.

For a time it appeared that they had made no mistake in adopting the practice of giving ample notice to their employers of any change they desired, yet since the advent of large associations of employers, whose attitude towards organized labor has not been defined, or whose purpose is known to be openly hostile, an incident has occurred which must for a time at least exert a powerful influence on the trades union policy.

Two years ago the Typographical Union gave notice to the employers' association (The United Typothetae) that they desired to have the eight-hour day inaugurated on January 1, 1906. In so doing the Typographical Union gave the Typothetae eighteen months' notice of their request for an eight-hour day, and had their action in giving this ample notice met with success, it would have led other trades unions to look upon such a policy with favor.

Unfortunately for the printers, and for the practice of giving ample notice of requests for improved conditions by trade unions, the Typothetae evidently accepted this request with the proverb, "forewarned, forearmed" uppermost in their mind, and instead of taking up the proposition for open-minded consideration and meeting with the printers for the purpose of reaching some peaceful adjustment of the question, they at once

began preparations for a vigorous resistance. They determined to prevent the further introduction of the eight-hour work day. Their officers and agents opened schools for the instruction of green hands, with the intention of using them as strike-breakers when the time arrived, and they began to accumulate large sums of money in their treasury to be used in overcoming whatever efforts the printers might make to establish a shorter work day.

Believing their strength to be sufficient they did not wait for January 1, 1906, to arrive, and many of them opened the struggle between the two associations last fall by demanding that their printers sign agreements for a nine-hour day for 1906, and when this was declined they promptly discharged them. Since then a bitterly contested struggle has been carried on, so far with marked success to the Typographical Union, as 38,960 out of their membership of 46,255 have scoured and are working under eight-hour agreements.

The action of the Typothetae, however, has resulted in a reaction of sentiment against the policy of giving ample notice of changes in hours of labor or wages which the trades unions may desire, as it has taught them a lesson which will not be forgotten by the present generation. If giving ample notice of desired changes weakens the trade unions' opportunity to secure improved conditions, and the period of time given by the notice is accepted by the employer to perfect his plans to defeat the union, then the first law of nature—the law of self-preservation—will lead the trades unions to keep their programs in abeyance until the opportune time presents itself, and then with but short notice, they will urge their requests when the employer is least able to refuse them, and when they must be granted, or serious loss be inflicted on the manufacturer.

The action of the Typothetae, like the present policy of the National Founders' Association, tends to prejudice the workmen against their employers and their employers' association, teaching

them that open-handed straightforward methods are not accepted by the employers, in the spirit with which they were conceived.

During the eighteen months preceding January 1, 1906, the establishment of an eight-hour day could have been provided for without any serious inconvenience or loss to the members of the Typothetae. Agreement might have been reached to gradually reduce the hours of labor from 9 to 8½, 8½, 8½, until 8 hours had been reached without any jarring readjustment in the operation of printing establishments.

The action of the Typothetae has led many trades unionists to believe that good results do not follow open-handed dealing with their employers. While there are strong grounds for this sentiment, yet its existence is to be sincerely regretted, for peaceful relations between employer and employe will ever rely upon mutual confidence, and the belief that an open-handed policy will be met by the spirit emanating from due consideration for others and honesty of purpose.

We believe that due notice of changes desired by trade-unions should always be given; we cannot look with favor on that industrial condition which prevents the employers and employes arrayed in hostile camps, each waiting for a favorable opportunity to grasp the other's throat, and wring concessions from a helpless adversary.

Conditions secured under such circumstances are temporary in character, and are certain to result in reprisals.

The future regulation of the question being considered, will depend upon the policy of employers' associations. If they devote the period of time provided for in the union's request, in an open-handed and honest effort to reach an amicable understanding with their employes, they will encourage the unions in taking steps providing for ample deliberation and joint discussion of the point at issue. Otherwise the unions will be led to pursue other methods in their efforts to improve their condition.

A Reliable Railway Fire Extinguisher.

A new and extremely simple device has been invented by two railroad men of Idaho, which is destined to do much in minimizing the appalling loss of life and property occurring on our many miles of railroads.

Twin tanks are to be carried on the roofs of all passenger cars and contain 150 gallons of water each, or 300 gallons each to the car. These tanks are to be 30 feet long, running half the length of the car, and tapered at the ends. They will be placed on the monitor top each side of the deck, and just below the transom windows.

The tanks are fitted with three openings on each side, from which water can be drawn, collapsible buckets are carried on the top of each car for this purpose.

A few cars at the present time have ancient fire extinguishers somewhere inside, usually the exact spot being unknown, and no one knows exactly what to do with them if they should happen to be in working order, which is not usually the case. Passengers generally have the idea that they will explode, and I have really known such to have occurred.

Furthermore, both passengers and crew get out of a wrecked train as rapidly as possible and seldom have the presence of mind to bring the fire extinguisher with them. Especially as it is screwed to the wall somewhere, and would be difficult to locate, (especially in the dark) and more so to dislodge.

With the tanks in this device all water or other desirable fluid is on the outside where any one can get at it.

Every passenger car in the United States could be thus adequately equipped for fire protection at a cost much less than some of our small cities of from thirty to forty thousand people spend for fire protection within their own limits.

The cost of equipping every car in the United States appears trivial, when thinking of the appalling loss of life and property in the single wreck on the Baltimore & Ohio, a short time ago, and

this is only a sample of what is occurring somewhere every day.

The "Reliable Railway Fire Extinguisher," which is the name of the unique but extremely simple idea, is the result of several years of observation and thought, of two men in the passenger train service, Jerry Kinney, for many years a passenger conductor, and George W. Hunt, a brakeman, both in the employ of the Oregon Short Line R. R. at Pocatello, Idaho.

Many of the officials of the road are much taken with the idea and a strong effort is being made to have the tanks adopted by all Harriman lines, which will, no doubt, be done in a short time.

SPECIFICATIONS.

This fire extinguishing apparatus for cars, has for its object to provide an apparatus which will be inexpensive to install, simple to operate, and not likely to get out of order.

It is for use on mail and baggage cars, sleepers, buffet cars, coaches, chair cars and combination cars, as well as cabooses, powder and other cars.

This invention has been made also with the idea that in order to be efficient it must be so simple that passengers can operate it as well as employees.

Fig. 1, of the drawings represents a side view of a car with the tank applied, showing steam pipes leading to and from the Baker heater, or steam pipe connection 14. This is to prevent freezing in cold weather.

Fig. 2, is a transverse vertical section through a car showing the interior taps (the interior taps as shown in this drawing will not be seen, but will be a female connection for a seven foot hose described further on).

Fig. 3, is a plane view of the top of a car. This shows hose box 19, also six arm holes 17, with spring coverings. This hole is left to make the steam pipe connections.

Fig. 4, is a side view of a tank detached.

Fig. 5, indicates a car having arranged, one on each side of the main top 2, a pair of tanks 3, which are elongated

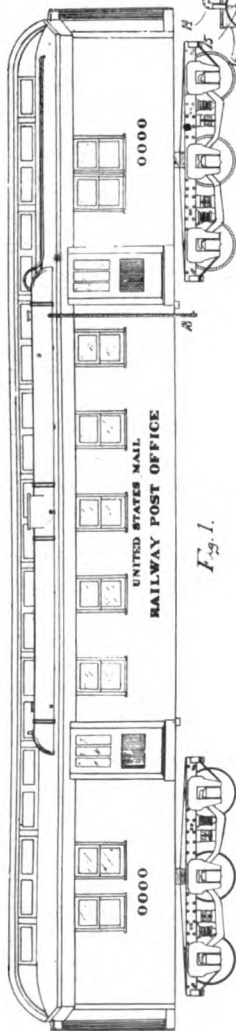


Fig. 1.



Fig. 2.

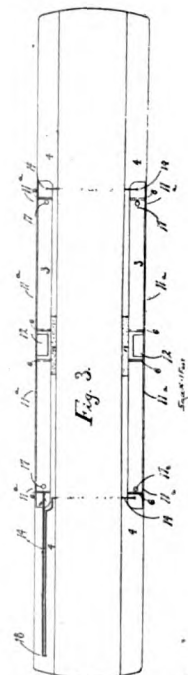


Fig. 3.

Fig. 1. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 2. Top view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 3. Detail view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 4. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 5. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 6. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 7. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 8. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 9. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 10. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 11. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 12. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 13. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 14. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 15. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 16. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 17. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 18. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 19. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 20. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.
Fig. 21. Side view of car with tank installed during flame pipe leading to and from main tank, also how attached.

GEORGE W. HUNT.
JERRY KINNEY.
MABEL A.

T. DALTON attorney.
Pat. app'd for.

RELIABLE RAILWAY FIRE EXTINGUISHER.

A RELIABLE RAILWAY FIRE EXTINGUISHER.—PATENTED BY JERRY KINNEY AND GEO. W. HUNT OF POCATELLO, IDAHO.

and crescent shaped in cross section, as shown in Fig. 2, conforming to that portion 4, of the top on which they are supported.

The ends of the tanks are gradually reduced or tapered at 5, as shown in Fig. 4, to reduce friction.

Straps or bands are secured to the car at opposite ends and on opposite sides of the tanks, to secure them to the car.

The tanks are supported by transverse strips 7, to allow cinders or water to roll off.

The tanks are to be made of wood fibre which is tough and strong during ordinary wear but will break and deluge the car in case it is wrecked, putting out any fire at the start.

To fill the tanks they are provided with a box shaped opening 12, in the center of the tank as shown in Fig. 4.

19, is a hose box just back of the opening 12, and between it and the transverse windows or deck lights. These boxes will carry three hoses each.

The hose 18, as shown in Fig. 1, will be fitted on the upper end with the male member of a push plug connection, the connection automatically turning on the water, and dropping it to the lower

end of the hose which will be fitted with a quarter turn angle cock.

Thus the water can be drawn by passengers or crew from six places at once from each car left in an upright position.

11a, is the female member of the connection, in the tank.

16, as shown in Fig. 2, is a hose bracket. On this will be coiled a hose for use inside mail and baggage cars.

20, as shown in Fig. 2, is a drain valve, and 21, a drain pipe leading through the floor of the car. This valve is to be opened to drain the tanks in case the cars should be set out at unusual places where no steam track is available, in very cold weather to prevent from freezing.

In case a solution is used the steam connection could be done away with.

To sum up in a general way, the entire scheme: First, the tanks are designed to crush and flood the debris in case of a wreck. Next, in case this does not entirely extinguish the fire, there is available 300 gallons of water to the car left standing, with hose, buckets, etc., all on the outside of the car where they are easily seen and most available.

A Blizzard Run.

"Our Conductor" turned his coat collar up,
And smiled at the "beautiful snow,"
He thought of the "Hackensack-man" and said:
Ah, well!— we will let that go,
For we heard not a word, not a single word,
For we were too far away;
So we'll say 'twas, "Blankety, blankety, blank,
What a beautiful blankety day."

"Our Conductor" turned his coat collar down,
And shook the snow from his cap,
And he wished the "Hackensack-man" was where,
'Tis warm for a winter's nap;
He spoke not a word, but looked at his watch,
And his look gave his thoughts away;
For the watch ticked: "Blankety, blankety, blank,
What a beautiful blankety day!"

"Our Conductor" went to the end of the line
And his collar went up and down,
When he left the train or boarded the train,
As it stopped at each Jersey town.
We left the car at the "Joyville" stop,
And waded our homeward way,
And the engine's whistle said: "Blankety, blank,
What a beautiful blankety day!"

—M. Winchester Adams, Essex Fells, N. J.

CHARACTER.

BY WILLIAM SHAKESPEARE.



AND these few precepts in thy memory
See thou character. Give thy
thoughts no tongue,
Nor any unproportion'd thought his
act.

Be thou familiar, but by no means vulgar.
The friends thou hast, and their adoption tried,
Grapple them to thy soul with hoops of steel;
But do not dull thy palm with entertainment
Of each new-hatch'd, unfledg'd comrade. Beware
Of entrance to a quarrel; but, being in,
Bear't that th' opposed may beware of thee.
Give every man thine ear, but few thy voice;
Take each man's censure, but reserve thy judgment.
Costly thy habit as thy purse can buy,
But not express'd in fancy; rich, not gaudy:
For the apparel oft proclaims the man;

* * * * *

Neither a borrower, nor a lender be:
For loan oft loses both itself and friend,
And borrowing dulls the edge of husbandry.
This above all,—to thine ownself be true;
And it must follow, as the night the day,
Thou canst not then be false to any man.

HAMLET, Act I, Scene 3.

EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

C. D. KELLOGG, EDITOR.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

Another Year Begun.

A philosopher has truly said "we take no note of time but by its flight." The year begins and the seasons come and change and go and another year is dawning hardly before we know it—in 1900 it seemed as if 1906 was almost too far away to think about much, and now it is gone, its record is ended; we can rejoice at whatever was done for the good of humanity and we can sorrow for those deeds which from ignorance or intent were done otherwise and left as a legacy for future endurance. As it is natural in the young to look with hope to the future, so there is a common feeling and expression at the beginning of the year that it will bring better things and more of them than the year just passed—that our life and the life of those we love, will be filled with a larger portion of goodness and pleasure and profit.

The formation of New Year resolutions does not seem to be as much talked of as it was a few years ago, but we still think it a good practice even if the resolves are kept only a short time—on the theory that every little helps, and further it shows that he who makes resolves is probably conscious that it is in just that respect he falls short of his duty as it is given him to see. It

also shows that people who make resolves have ideals, or visions of a state or form of better living which in itself is encouraging; indeed those people who are without ideals, without visions, are in a state of stagnation, and stagnation is akin to death. Of course we would not mean to suggest that if a bad habit is in course of formation along in March or July that it is well to wait till January in order to resolve to quit it—the time of the year is not particularly significant—quitting is the significant thing.

In the hurry and rush of the times it is probably true that few people spare the time for retrospection—they take a day off for other things occasionally, but the log book of life is rarely inspected—they are satisfied if they are sailing along in the regular chartered channel and take no worry to themselves regarding the possibility of derelicts, unchartered rocks, or other hidden dangers. Possibly our best resolve for the future should be guided by our past experience, by thinking of what the last year brought us, what we put into it of our better selves that may haply make it a mile-stone in the distance as the shadows lengthen. If happiness has come to us, happiness of the genuine kind, let's see if the tree which bore such fruit

cannot be made to yield a larger crop—perhaps we can fertilize it with a little more unselfishness, more solicitude for the rights of others, a better concept of our duties to each other, a broader humanity. It may be we are living in a rut—it may be we have taken the valley road where the ruts are easiest made, if so let's climb the hill where our vision will not be circumscribed, and ruts are less liable to be formed, and where the sun-rises and the sun-sets will show us the transcendent beauties of earth and sky and starry depths. And also if we have been thinking in a circle, with self as a center, then for the coming time let's largely eliminate self and think more in tangents, for generally speaking we reap as we sow, if we think of self we are necessarily selfish, if we think little thoughts we are apt to be little, if we think big thoughts, of big things, we are apt to grow larger—by reaching for the moon we may not touch it, but we will come nearer to it than if we did not reach.

In wishing our friends a "Happy New Year" we perhaps generally do so without thinking that happiness is more apt to come from within than from without—that it is a state of mind, of mind action, quite as much as the influence on us from external circumstances and conditions. Probably we could in many instances let our wish of happiness be followed by doing that which we should know will bring pleasure to others, for it is probably true that there are few people who could not with great good to themselves and pleasure to others inaugurate reforms in their habits of life, both as to acts and thinking, which would largely influence for the better those with whom they come in contact.

"You never can tell what your thoughts will do

In bringing you hate or love;

For thoughts are things, and their airy wings

Are swifter than carrier doves.

They follow the law of the universe,—

Each thing must create its kind;

And they speed o'er the track to bring you back

Whatever went out from your mind."

We are living in a time of wonderful commercial and industrial turmoil, of infinitely complex relationships and corresponding obligations, and the finger of destiny is not only pointing this

nation to still more strenuous, complex and difficult relationships in its internal affairs as a test of its ability to perpetuate self government, but also in its relationships to and dealings with other peoples of the world. The telegraph, the railroad and the swift steam-ships are practically eliminating space as a factor in the dealings between nations, and more and more is being wrought out the fact that we cannot live unto ourselves alone—that we have neighbors, that in no uncertain sense we are our brother's keeper, that the brotherhood of man is no idle dream or fleeting fancy of the imagination. The idea, that the accumulation of money is not the chief end of life, is gaining ground all the time and we believe the future happiness of many people will be very materially benefited by it. It is probably true that there is more genuine happiness among the independent poor than among the dependent rich.

The past year has been one of greater prosperity for the business interests of the country than any in its history, and while we do not think labor has enjoyed its share of the material benefits of this very remarkable prosperity, we feel that our interests will soon be recognized by our employers. In our own line of work the prosperity is perhaps, more marked than in any other, or its influence is felt more quickly than in other lines of industry. The cry of car-shortage goes up from all over the land, and the Inter-state Commerce Commission is taking a hand with the railroads to try to relieve the situation. It is to be hoped that the situation is a sincere one and not that there is double dealing in any quarter which could be relieved by a fair and honest attempt to grapple with the difficulties.

As an Order it is well for us to look back on the year just passed in order to realize what we have accomplished and to be thankful for the dangers we have avoided. As an Order we have had a steady, healthy growth, and there seems to be no cloud on the horizon which indicates anything but a continuation of our prosperity. We fancy that our numerical increase is not as large a fea-

ture of our growth and prosperity as is the increased estimation of our Order in the business world. And we flatter ourselves that we have helped in the increased estimation in which organization labor is held all over the country, and every indication points to a continual increase of the feeling and recognition that we are proceeding upon proper lines and our mission will continually make for peace and satisfaction in the labor world.

Sincere regret is felt at the withdrawal from active participation in the affairs of the Order of Brother E. E. Clark, but of course an invitation from the President to become one of the Interstate Commerce Commissioners, could not be refused by him. The honor is probably as great a one as is in the gift of the President to bestow, and the responsibilities are correspondingly great. Sincere regret is also felt at the withdrawal of Brother C. H. Wilkins from active participation in the affairs of the Order.

Reports from the Ladies Auxiliary to our Order, we are glad to say, show that it has enjoyed a steady, healthy growth. Mrs. Moore is thoroughly imbued with the work and has the faculty of imparting her enthusiasm to others, so it is small wonder that she is successful in her endeavors. We bespeak for the Auxiliary the earnest considera-

tion of the Brothers to the end that their wives may largely help in bringing about a better social feeling and interest among the members.

While we look with pleasure and gratification upon our progress during the past year, it is well to give a thought to those who have died and left us the remembrance of well spent lives to urge and guide us to better things. We hope the grim reaper will deal gently with the members of our Order during the coming year.

We indulge the hope that the New Year may show a continuation of the peace and progress that the past year has brought us. We trust and believe that wise and conservative council will prevail in the deliberations of the Grand Division to be held next May. If the laws already on the statute books of the Order are inadequate or are not far-reaching enough, if any have been outgrown in the march of events, if altogether new ones are necessary, then we trust all these things will be attended to with earnestness, deliberation and wisdom.

The CONDUCTOR wishes to congratulate every member of the Order upon the progress and prosperity enjoyed during the year just past, and indulges the hope that the next twelvemonth will show even a larger degree of interest and well doing.

Employers' Liability Bill Declared Unconstitutional.

Within a space of forty-eight hours two federal judges, one at Louisville and the other at Memphis, have rendered important decisions adverse to the constitutionality of the employers' liability act—an act which Congress adopted at the last session after considerable discussion and which the President has declared to be one of the most notable achievements of the legislative year. The rulings of these two District Court judges have created a sensation in the official circles at Washington, and the reason is not far to seek.

Not only is the employer's liability law intrinsically important, but the arguments that have been made to establish its invalidity may and probably will be applied to other vital legislation enacted or proposed by the administration, or advocated by statesmen and political thinkers in sympathy with its policies, under the authority of the commerce clause of the Constitution. It is because of these wider and indirect consequences admittedly possible that the Department of Justice, with manifest propriety, sent special assistants of

ability to intervene on behalf of the government in both cases and uphold the constitutionality of the act.

The act revolutionized law and procedure in railroad damage cases. It made railroad companies responsible for accidents to employes even when such accidents were due to negligence of fellow employes. It is hardly necessary to add that it fixed liability for damages upon railroads in the case of accidents due to defective equipment or the negligence or inefficiency of officers and agents.

By its terms the act applies only to common carriers engaged in interstate commerce or in commerce within the several territories of the District of Columbia. It does not cover railroads operating entirely within state boundaries.

According to a Louisville dispatch Judge Evans held the act invalid on the ground that in effect it attempted to regulate commerce within state boundaries as well as interstate commerce, and on the further ground that its operations affect commerce only in a remote and incidental way.

Judge McCall, in the case of the Illinois Central, vigorously attacks the essential object and the principle of the act. He is unable, he says, to see what connection there is between liability for accidents and regulation of interstate commerce. He holds that Congress had no power to enact the law—for the reason that the relation to their employes of common carriers, engaged in interstate trade and their liability to them in damages for injuries sustained in their employment as the result of the negligence of any of its officers, agents or employes, or by reason of any defects or insufficiency in its cars, engines, appliances, machinery, track, roadbed, ways or works, are not commerce within the meaning of the Constitution.

The court adds that, in any event, the act does not regulate the relation between employers and employed in interstate commerce with regard to accidents, but simply announces a new law on torts limited to a special class of those engaged in interstate cases."

Congress discussed the various possible legal objections to the act and reached a different conclusion. The profound interest of the Department of Justice in the matter insures a thorough and exhaustive discussion of its constitutional aspects before the Supreme Court.

Preparations already are being made to rush an appeal on one of the cases involving the constitutionality of the employers' liability law, which has been declared invalid by Judge Evans at Louisville and Judge McCall at Memphis. It is planned to have the appeal advanced on account of its great importance, and it is believed a final judgment from the Supreme Court of the United States will be obtained at the present term. It is no secret that the government, from its observations of the trial of the Louisville case, expected an adverse decision from Judge Evans, but the government is disappointed over the ruling of Judge McCall. Both cases were attended by Mr. Harr, special assistant to the Attorney General, who prepared briefs setting forth the government's contention as to the constitutionality of the statute under the direction of Assistant to the Attorney General Milton D. Purdy.

An interesting question that has arisen is whether Justice Moody, who was Attorney General when the cases just passed upon in the lower court were under way, will sit in final judgment on them. It is pointed out as a significant fact that, although he was Attorney General, the government's briefs were not signed by him, but by Mr. Purdy and Mr. Harr, so it is held that it would be entirely proper for Justice Moody to participate with his brothers of the bench in deciding the constitutionality of the act in question.

The administration and the interstate commerce commission are anxious to have as speedy a settlement as possible, and a conference between the President and Attorney General Bonaparte is understood to have been partly for the purpose of discussing plans for getting the appeal rushed. The administration is particularly concerned because the question of state rights as

against federal control, is again involved, and therefore the general policy of centralization which has formed one of the main features aimed at since President Roosevelt began his fight for the carrying out of the legislative program.

At the Department of Justice the feeling is that the Supreme Court will reverse the decision of the lower court. Probably the Memphis case will be the one upon which the appeal will be pressed. The feeling of ultimate success is based largely upon the ruling of the Supreme Court in the car coupler case, which is held to be in line with those arising under the liability act. In other cases involving injuries on railroads, on appeal from state courts, the Supreme Court has held that "in the absence of legislation by Congress on the subject the effect of the commerce clause of the

constitution was not to deprive the state of authority to legislate as to those within its jurisdiction concerning the liability of commerce carriers." The words quoted are held to have meant that if Congress had legislated on the subject at that time the federal laws would have been constitutional, in its opinion. So, it is believed the Supreme Court, now that Congress has legislated on the subject, would adhere to the theory of previously intimated constitutionality.

In view of the criticism aroused by the participation of officials of the Department of Justice in civil suits to which the United States is not a party, the plan is contemplated in administration circles of having Congress pass an act specifically directing the department to take an active interest in all cases where the constitutionality of a law of Congress is involved.

The President's Message.

The President laid before the Congress on December 4th his annual message and we feel safe in saying that in many respects it is a very extraordinary document. His recommendation for a law prohibiting all corporations from contributing to campaign funds should meet with the hearty support of the Congress—it certainly meets with the approval of the general public. The urgent necessity of a bill giving the Government the right to appeal in criminal cases is also strongly recommended. A bill of this kind might very materially affect wage-workers who are not themselves able effectively to contest a case where the judgment of an inferior court has been against them. An instance is cited of a recent decision by a district judge leaving railway employes without remedy for violation of a so-called labor statute. It seems an absurdity to permit a single district judge, against what may be the judgment of the immense majority of his colleagues on the bench, to declare a law solemnly enacted by the congress

to be "unconstitutional," and then to deny to the Government the right to have the Supreme Court definitely decide the question.

In uttering the above words it is probable the President had in mind the case recently decided by District Judge Evans of the Western District of Kentucky, who declared unconstitutional the law passed by Congress prohibiting employers from discharging or discriminating against employes because of their membership in any labor or other organization. This reminds us of what Tom Reed used to say to members of the House when they said certain pending measures were "unconstitutional,"—he would say, "that's because you don't like it." We do not advocate the retention of a law on the statute books if it is unconstitutional neither do we believe in letting the decree of unconstitutionality rest on the judgment of any one man.

In the matter of injunctions the President realizes the fact that attention has been sharply drawn to this writ by

the demand that the right of applying injunctions in labor cases should be wholly abolished. And he aptly remarks that it is doubtful whether a law abolishing altogether the use of injunctions in such cases would stand the test of the courts; and he says, moreover, I believe it would be wrong altogether to prohibit the use of injunctions. It is criminal to permit sympathy for criminals to weaken our hands in upholding the law; and if men seek to destroy life or property by mob violence there should be no impairment of the power of the courts to deal with them in the most summary and effective way possible. But so far as possible the abuse of the power should be provided against by some such law as advocated last year. Very rightly and truly the President goes on to say that in the matter of injunctions there is lodged in the hands of the judiciary a necessary power which is nevertheless subject to the possibility of grave abuse. It is a power which should be exercised with great care and should be subject to the jealous scrutiny of all men, and condemnation should be meted out as much to the judge who fails to use it boldly when necessary as to the judge who uses it wantonly or oppressively. A judge strong enough to be fit for his office will enjoin any resort to violation or intimidation, especially by conspiracy, no matter what his opinion may be of the rights of the original quarrel. There must be no such abuse of the injunctive power as is implied in forbidding laboring men to strive for their own betterment in peaceful ways; nor must the injunction be used merely to aid some big corporation in carrying out schemes for its own aggrandizement. It must be remembered that a preliminary injunction in a labor case, if granted without adequate proof (even when authority can be found to support the conclusion of law on which it is founded), may often settle the dispute between the parties, and therefore if improperly granted may do irreparable wrong. Yet there are many judges who assume a matter-of-course granting of a preliminary injunction to be the ordinary and proper

judicial disposition of such cases; and there have undoubtedly been flagrant wrongs committed by judges in connection with labor disputes even within the last few years. Such judges by their unwise action immensely strengthen the hands of those who are striving entirely to do away with the power of injunction; and therefore such careless use of the injunctive process tends to threaten its very existence, for if the American people ever become convinced that this process is habitually abused, whether in matters affecting labor or in matters affecting corporations, it will be well-nigh impossible to prevent its abolition. It may be the highest duty of a judge at any given moment to disregard, not merely the wishes of individuals of great political or financial power, but the overwhelming tide of public sentiment; and the judge who does thus disregard public sentiment when it is wrong, who brushes aside the plea of any special interest when the plea is not founded on righteousness, performs the highest service to the country. The judge has a power over which no review can be exercised; he himself sits in review upon the acts of both the executive and legislative branches of the Government; save in the most extraordinary cases he is amenable only at the bar of public opinion. It seems to us that these are sentiments to which no right thinking man can object. To be sure and necessarily they are general and comprehensive, but so also is the writ of injunction itself. There is no attempt to conceal the fact that the writ has been abused nor to deny the possibility and probability that it may be abused again, but with the writ abridged or abolished what will take its place in time of dire necessity? The desires, passions and prejudices of mankind are not yet in such a seraphic state that we may trust implicitly to their doing right by their weaker fellows without the restraint of law or the menace of punishment.

In speaking of labor and capital the President hits the nail squarely on the head when he says that in dealing with both labor and capital, with the ques-

tions affecting both corporations and trades unions, there is one matter more important to remember than aught else, and that is the infinite harm done by preachers of mere discontent. These are the men who seek to excite a violent class hatred against all men of wealth. They seek to turn wise and proper movements for the better control of corporations and for doing away with the abuses connected with wealth, into a campaign of hysterical excitement and falsehood in which the aim is to inflame to madness the brutal passions of mankind. The sinister demagogues and foolish visionaries who are always eager to undertake such a campaign of destruction sometimes seek to associate themselves with those working for a genuine reform in governmental and social methods, and sometimes masquerade as such reformers. In reality they are the worst enemies of the cause they profess to advocate, just as the purveyors of sensational slander in newspaper or magazine are the worst enemies of all men who are engaged in an honest effort to better what is bad in our social and governmental conditions. To preach hatred of the rich man as such, to carry on a campaign of slander and invective against him, to seek to mislead and inflame to madness honest men whose lives are hard and who have not the kind of mental training which will permit them to appreciate the danger in the doctrines preached—all this is to commit a crime against the body politic and to be false to every worthy principle and tradition of American national life. Moreover, while such preaching and such agitation may give a livelihood and a certain notoriety to some of those who take part in it, and may result in the temporary political success of others, in the long run every such movement will either fail or else will provoke a violent reaction, which will itself result not merely in undoing the mischief wrought by the demagogue and the agitator, but also in undoing the good that the honest reformer, the true upholder of popular rights, has painfully and laboriously achieved. Corruption is never so rife as in communities where the demagogue

and the agitator bear full sway, because in such communities all moral bands become loosened, and hysteria and sensationalism replace the spirit of sound judgment and fair dealing as between man and man. In sheer revolt against the squalid anarchy thus produced men are sure in the end to turn toward any leader who can restore order, and then their relief at being free from the intolerable burdens of class hatred, violence, and demagoguery is such that they cannot for some time be aroused to indignation against misdeeds by men of wealth; so that they permit a new growth of the very abuses which were in part responsible for the original outbreak. The one hope for success for our people lies in a resolute and fearless, but sane and cool-headed, advance along the path marked out last year by this very Congress. There must be a stern refusal to be misled into following either that base creature who appeals and panders to the lowest instincts and passions in order to arouse one set of Americans against their fellows, or that other creature, equally base, but no baser, who in a spirit of greed, or to accumulate or add to an already huge fortune, seeks to exploit his fellow-Americans with callous disregard to their welfare of soul and body. The man who debauches others in order to obtain a high office stands on an evil equality of corruption with the man who debauches others for financial profit; and when hatred is sown the crop which springs up can only be evil.

The plain people who think—the mechanics, farmers, merchants, workers with head or hand, the men to whom American traditions are dear, who love their country and try to act decently by their neighbors, owe it to themselves to remember that the most damaging blow that can be given popular government is to elect an unworthy and sinister agitator on a platform of violence and hypocrisy.

The President urges Congress to pass the bill limiting the number of hours of employment of railroad employes, and in speaking generally he urges that it should be the aim to steadily reduce the hours of labor with as a goal the gen-

eral introduction of an eight hour day. He recognizes that there are industries in which it is not possible that the hours of labor should be reduced, just as there are communities not far enough advanced for such a movement to be for their good, or as if in the Tropics, so situated that there is no analogy between their needs and ours. Speaking of the labor problem on the Isthmus he says that the conditions are in every way so different that an eight hour day would be absurd; and he avers that where necessary work is to be done where white men cannot be employed it is idle to bother as to whether it is done by alien black men or alien yellow men.

We do not anticipate that the President would urge the imposition of a fine upon railroads for the many instances where the retention of employes beyond the specified limit was unavoidable—as for instance, wrecks, wash-outs, snow, cold or any of the unavoidable accidents to which railroading always has and probably always will be subject. The law seems to be drawn in a drastic unbending way, but we believe there are common grounds on which employers and employes can agree.

Those people who know even a little of the evils of child labor will rejoice that the President urges in no uncertain way that the evils may be reduced to a minimum. He feels that more and more our people are growing to recognize the fact that the questions which are not merely of industrial but of social importance outweigh all others; and these two questions most emphatically come in the category of those which affect in the most far-reaching way the home life of the nation. The horrors incident to the employment of young children in factories or at work anywhere are a blot on our civilization. It is true that each State must ultimately settle the question in its own way; but a thorough official investigation of the matter with the results published broadcast, would greatly help toward arousing the public conscience and securing unity of State action in the matter. There is, however, one law on the subject which

should be enacted immediately, because there is no need for an investigation in reference thereto, and the failure to enact it is discreditable to the National government. A drastic and thoroughgoing child-labor law should be enacted for the district of Columbia and the Territories.

Speaking of Employer's liability, the President thinks that the law passed by the Congress last session was a marked step in advance to get the recognition of employer's liability on the statute books; but the law did not go far enough. In spite of all precautions exercised by employers there are unavoidable accidents and even deaths involved in nearly every line of business connected with the mechanic arts. This inevitable sacrifice of life may be reduced to a minimum, but it cannot be completely eliminated. It is a great social injustice to compel the employe, or rather the family of the killed or disabled victim, to bear the entire burden of such an inevitable sacrifice. In other words, society shirks its duty by laying the whole cost on the victim, whereas the injury comes from what may be called the legitimate risks of the trade. Compensation for accidents or death due in any line of industry to the actual conditions under which that industry is carried on, should be paid by that portion of the community for the benefit of which the industry is carried on—that is, by those who profit by the industry. If the entire trade risk is placed upon the employer he will promptly and properly add it to the legitimate cost of production and assess it proportionately upon the consumers of his commodity. It is therefore clear to my mind that the law should place this entire "risk of a trade" upon the employer. Neither the Federal law, nor, as far as I am informed, the State laws dealing with the question of employer's liability are sufficiently thoroughgoing. The Federal law should of course include employes in navy-yards, arsenals and the like.

As a means of adjusting the disputes between capital and labor the President believes that the State and Federal governments should provide the mach-

inery for what may be called the compulsory investigation of controversies between employers and employes when they arise. This will amount to letting the public into the knowledge of the merits of such controversies and letting the party whom public opinion condemns bear the brunt of such condemnation. It seems to us that this is as far as compulsory arbitration can reasonably go, but beyond peradventure it can go this far and without question it would do a great deal towards inducing the parties on both sides of the controversies to settle their difficulties without resorting to the extremity of having the arbitration tribunal investigate the trouble. The President felicitates Congress on the passage of the rate and pure food bills but thinks the powers conferred do not reach far enough and he urges that a law be passed which shall deal with the great corporations which do not operate exclusively within the limits of any one state.

In some method, whether by a national license law or in other fashion, we must exercise, and that at an early date, a far more complete control than at present over these great corporations—a control that will among other things prevent the evils of excessive overcapitalization, and that will compel the disclosure by each big corporation of its stockholders and of its properties and business, whether owned directly or through subsidiary or affiliated corporations. This will tend to put a stop to the securing of inordinate profits by favored individuals at the expense whether of the general public, the stockholders, or the wage-workers. Our effort should not be so much to prevent consolidation as such, but so to supervise and control it as to see that it results in no harm to the people. The reactionary or ultra-conservative apologists for the misuse of wealth assail the effort to secure such control as a step toward socialism. As a matter of fact it is these reactionaries and ultraconservatives who are themselves most potent in increasing socialistic feeling. One of the most efficient methods of averting the consequences of a dangerous agitation, which is 80

per cent wrong, is to remedy the 20 per cent of evil as to which the agitation is well founded. The best way to avert the very undesirable move for the governmental ownership of railways is to secure by the Government on behalf of the people as a whole such adequate control and regulation of the great Interstate common carriers as will do away with the evils which give rise to the agitation against them. So the proper antidote to the dangerous and wicked agitation against the men of wealth as such is to secure by proper legislation and executive action the abolition of the grave abuses which actually do obtain in connection with the business use of wealth under our present system—or rather no system—of failure to exercise any adequate control at all. Some persons speak as if the exercise of such governmental control would do away with the freedom of individual initiative and dwarf individual effort. This is not a fact. It would be a veritable calamity to fail to put a premium upon individual initiative, individual capacity and effort; upon the energy, character, and foresight which it is so important to encourage in the individual. But as a matter of fact the deadening and degrading effect of pure socialism, and especially of its extreme form communism, and the destruction of individual character which they would bring about, are in part achieved by the wholly unregulated competition which results in a single individual or corporation rising at the expense of all others until his or its rise effectually checks all competition and reduces former competitors to a position of utter inferiority and subordination.

We are particularly pleased at the way the President treated the subject of taxation—urging a graduated income and a graduated inheritance tax. Truly the man of great wealth owes a peculiar obligation to the State, because he derives special advantages from the mere existence of government and the protection the State gives him. This is an obligation which wealthy people should recognize but unfortunately it is one which they do not. Rich people can put their property out of sight and the

man who simply owns a house and lot worth a few hundred dollars must pay the tax, for all he owns is in plain sight.

There is a lack of conscientious scruples as well as a lack, we take it, of a proper understanding of the obligations of taxation—that is certainly a charitable view of it. It should be the aim of the Government to distribute the burden of taxation more equitably than at present; and treat the rich man and the poor man on a basis of absolute equality. It seems to us that the President puts his views in very conservative language when he says that in the near future our national legislatures should enact a law providing for a graduated inheritance tax by which a steadily increasing rate of duty should be put upon all moneys or other valuables coming

by gift, bequest, or devise to any individual or corporation. It may be well to make the tax heavy in proportion as the individual benefited is remote of kin. In any event, in my judgment the pro rata of the tax should increase very heavily with the increase of the amount left to any one individual after a certain point has been reached. It is most desirable to encourage thrift and ambition, and a potent source of thrift and ambition is the desire on the part of the breadwinner to leave his children well off. This object can be attained by making the tax very small on moderate amounts of property left; because the prime object should be to put a constantly increasing burden on the inheritance of those swollen fortunes which it is certainly of no benefit to this country to perpetuate.

Some Stray Thoughts.

In a recent issue of Tibbets' Magazine, published in London, a Mr. Newman gave utterance to the following pregnant and beautiful thought: "To all who are not deficient in the musical sense great motifs and melodies carry a conviction that they are not composed, not pieced or cobbled in the maker's workshop, but quarried out of the foundations of the world." The beauty of this thought lies in its freshness, its newness, its departure from the beaten track, its challenge to contradiction. It would invite us to contemplate the idea, for instance, that the sublime melodies of Beethoven, or the stupendous harmonies of Wagner were not composed, but quarried out of a consciousness coexistent and cocreative with the universal creation, even as were the great granite mountains out from whose depths are quarried the massive blocks which give stability to the great architectural structures that adorn the earth.

Deducible, also from the idea of these great motifs and melodies, is the one that if they were created as were other material things of earth, then they

in themselves must have the inherent quality of ponderability. But to admit that would be to throw into confusion the theory that sound and light travel (go) through space on an imponderable ether, or that they are the vibrations of such an ether. Recent thought and investigation, along this line goes to show that the theoretical imponderable ether, the supposition of which was necessary to explain the phenomenon of sound and light, is in reality ponderable, that is, it is *something, substance, matter*,—that it occupies space and has the characteristic properties of matter. Possibly a further study and more intimate knowledge of the properties of radium and its close affinities and relationships to other elements, if they are that, will ultimately settle the question of ponderability of the theoretical medium for the transmission of heat, light and sound. It is difficult to imagine, nay, quite impossible to imagine, the transmission of any of the subtle forces of Nature through space without having in mind, consciously or unconsciously, that they are being carried forward

on, or by some media. The Mythological God, Atlas, used to be represented in our geographies as bearing the world on his back, but they were careful not to say on what Atlas stood—it would be easy to raise the world if one had a place on which to rest his fulcrum. Possibly the most difficult part of Marconi's work in the realm of wireless telegraphy, was to convince people that an electric current could be transmitted on nothing, and could be given direction by the operator.

It will be noticed in the above remarks that we used the word "elements" and after it, parenthetically, we say "if they are that." And that is the question which millions of people would be very glad to know. That is to say, for instance, we look at gold, silver, iron, copper, mercury, a diamond and many other substances and the philosophers and scientific men tell us they are "elements." Burn them, treat them with acid, or do anything one pleases with them and they are found to be just one thing, one substance, elements as opposed to compounds. Compounds, as the name implies, have in a seemingly stable form, two or more elements in combination. For instance, a common compound is table salt, or chloride of sodium, and the name salt should be regarded as generic if we are to speak chemically; or in other words, all the elements have salts, in fact, there could be no more indefinite way of speaking of a substance than to call it a salt; true, it might be a salt, and could be a salt of iron, gold, silver, antimony, barium, or any of the other eighty odd elements. In other words, common table salt, chloride of sodium, is easily shown to be composed of chlorine gas, and sodium, a metal, and nothing else. That is to say, in Nature's great laboratory, some way, somehow, these two elements, one chlorine, a heavy yellowish gas, and the other sodium, a solid, a metal and the most widely distributed substance in the whole universe, got together and formed a compound the most universally used of anything entering into the food of living organisms.

Another class of compounds which

may be represented by nitric acid, is more strange even than the above mentioned salt. It seems more strange that a liquid should be composed of three gases than that a salt should be composed of a gas and a solid. That is to say nitric acid, a liquid, is composed of hydrogen, nitrogen and oxygen, all gasses. Hydrogen, the lightest substance known in the whole universe—a colorless, odorless, tasteless gas. Nitrogen is an inert, odorless, colorless, tasteless gas. Oxygen is a colorless, tasteless, inodorous gas, and is the most abundant and important element known to man. Oxygen may also be described as a hustler, it gets there, it takes three of its own atoms and with one each of hydrogen and nitrogen forms the powerful nitric acid, which will "eat" almost anything. A strange thing indeed when we bear in mind the inertness of nitrogen and the great lightness of hydrogen. But stranger than this is the contemplation of the fact that oxygen "tackles" all known elements excepting fluorine and bromine, and with some it forms acids, with some it forms alkalies (the diagonal and opposite of acids) and with some it forms compounds which are neither acids nor alkalies, but neutrals. When we take into consideration that all animal life would become extinct without oxygen, and that it would also become extinct if the air should become all oxygen, we have a seemingly paradoxical statement, and one in which there is much food for thought. An animal would live for a short time in an element of pure oxygen and would grow or thrive exceedingly well, but would soon "burn" up and die. Also when we contemplate that these gases are not always gases, that they are or can be made to assume the liquid form we may possibly be justified in concluding that an extension of the means which reduced them from a gaseous to a liquid state, might possibly reduce them to a solid state. We see from the above that all around us in life one form of matter is being transformed into another, or two or three forms are coming together and giving rise to a third, and when a substance

is found, which by none of the known processes can be made to change its character, the chemists have agreed to call it an element or an elementary substance. So that now as in all preceding times men are continually asking how many ultimate forms of matter are there, and how many of the manifold substances in the world are only compounds of these so-called elements.

We believe it was the Greek philosopher, Thales, who lived about 600 years before Christ who taught that water is the fundamental principle of all things. Xenophanes, who came a hundred years later, held that there were two fundamental principles, air and water; while Hippocrates, about 400 years before Christ, and who is called the "Father of Medicine", put forward the doctrine that there were four elementary substances—earth, air, fire and water. His argument for a number of elements instead of one, is, perhaps, not very satisfactory and is something like this: If man were composed of a single element, he could never be ill, but since he is at times ill, and requires complex remedies to keep him well, he must himself be complex. Aristotle, something over 300 years before Christ, added to the four elements of Hippocrates a fifth—the ether, eternal and unchangeable, the ultimate substance of which the four elements are formed. And this Aristotelian philosophy of matter held sway throughout the Greek and Roman worlds, and down through the middle ages to the very dawn of modern science, about 1600 years after Christ.

If we were deprived of our knowledge of modern chemistry we probably might not think that the ideas of the ancient and medieval alchemists were so very far wrong, that is to say, all substances were supposed to be transmutable into the four elements, earth, air, fire and water; and these four elements, in turn, transmutable into one another. At first reading this seems to be an absurd doctrine, but as a matter of fact when we put water into a vessel and put it over a fire the water is presently gone into the air, as far as observation goes, and we no-

tice on the sides and bottom of the vessel an earthy deposit—that is to say, fire and water have been mixed and earth and air produced. So also if we burn wood or coal or powder or in fact any combustible substance, we see practically the same thing, that is the wood, coal, etc., are gone and earth and air have been produced. Also we know that there are many substances which under ordinary circumstances are solids, but when heat is applied to them, become liquids and then vapors—air to all appearances with an ash or powder remaining. If we put sugar or almost any of the salts into water, these solids are apparently soon changed into water. If the water is quite cold and gradually heated we will find that more and more of the sugar or salt will be changed into water—apparently exactly what the ancient alchemists taught. Furthermore, if we take iron or copper or lead or zinc, or in fact almost any metal, and put it in a strong acid (a kind of water), like nitric, sulphuric, hydrochloric or many of the others, and in a short time it apparently disappears, or it is apparently changed into a form of water; so that it seems small wonder that for so many years, earth, air, fire and water were considered the four elements, which only had to be mixed in the right proportions to produce any and all known substances. It will not do to call all the ancient alchemists charlatans, because we know that many of them were honestly and earnestly striving to find the secret of producing any transformation of matter. That they were mostly trying to produce the precious metals, gold and silver, does not necessarily detract from the sincerity of their efforts as we know that was not their sole aim. Neither does it detract from their honesty necessarily, when we find that they were hunting for what they called the "Universal Solvent," "Philosophers' Stone" or "Elixir of Life," for practically in all ages men have hunted for the discovery of some "Fountain of Youth" which they fondly hoped existed and which would rejuvenate and reinvigorate the failing tissues and functions of the body. Judging from the

many advertisements of "patent medicines" seen all over the world at the present time—"Peruna" and "Duffy's Pure Malt Whiskey" for example—one might feel a slight delicacy in charging the ancients with having only the search for "The Elixer of Life" in view. And we know that the efforts of these ancient alchemists have resulted or developed into modern chemistry with all its benefits to humanity.

It should be understood that the transformation from alchemy to chemistry was gradual, long drawn out and disheartening to its devotees, as they were not always given credit for being honest, a repetition of the experience of pioneers in many other fields for the advancement of knowledge. But gradually their knowledge of the transformation of one substance into another, learned through experimentation, began to assume definite shape, and they found that some of the substances could not be made to assume the character of other substances, could not be reduced to simpler forms, and this may be called the starting point of modern chemistry, that is, that some substances like gold, silver, oxygen, hydrogen, nitrogen and about eighty others are *elements*. That is to say, there are about eighty substances which chemists are unable to reduce to simpler forms by any of the reagents known to them.

Gradually, during the last two hundred years, the philosophers have with patient toil and singular devotion hunted out these eighty odd elements from their different compounds, and it seems reasonably certain that from these all the two hundred thousand or more substances in the world can be produced—to this extent, therefore, they are transmutable. But it is seen at once that when modern chemists speak of the transmutability of the elements, they mean an entirely different thing than the ancients did when they spoke of transmutability, and many a chemist has doubtless argued and experimented himself into the firm belief that these eighty odd elements are indeed ultimate, independent things, the original foundation-stones out of which the universe

is made. Eminent investigators in the domain of physical science have not, unconditionally, however, admitted this view of the subject, because in the realm of research there seems to be possibilities and probabilities which entice and beckon the investigator on and on toward an ultimate primordial stuff, of which all the other elements are simply groups of atoms, probably hydrogen.

To many an earnest investigator it has seemed intolerable that the whole world and perhaps the whole universe could be made up of eighty odd elements between which there was no definite relationship. In 1863 a man by the name of John Newlands discovered a new type of relationship which has since been developed by the Russian chemist Mendeleeff, and has since become known as "Mendeleeff's Periodic Law." A study of the periodic law is somewhat long and difficult to understand, but suffice it to say, that if the atomic weight of any element is known, then all of its chemical and physical properties can be predicted before the element itself has ever been seen. Indeed Mendeleeff made the prediction several years before uranium, radium and thorium were known to exist, that they did exist, and told all about them and when they were discovered it was found that he had told exactly their chemical and physical properties. That is to say, the periodic law was borne out in its theoretical claims by the evidence of known elements, and it also received confirmation in its prediction of unknown elements. It would be a superficial view of this law, however, to say of it that its only function is to make sure that no other elements exist in nature but those now known. It has a bearing on the very existence of elements, as such, that is to say *are* they elements, or compounds, and are they changeable into one another, or are they all derived from some common substance? The answer seems to be conclusive that they are not elements, because they have relationships, they group themselves into definite families, something added to the weight of an element changes its

properties in a perfectly definite and predetermined way.

Those who care to think further on this subject will find that the search along these lines is being continually carried forward by men who are longing for the truth. They will find that the invention of the spectroscope gave scientists a powerful aid in their search into the hidden things of nature; they will find that the conclusions to be drawn from the use of this instrument in stellar research, as corroborative of the conclusions of chemists regarding the existence of some primordial stuff in cosmical processes and in transmu-

tation, are far from being fancies of the brain. They will find that in the discovery of "cathode rays" the X-rays and electrical experiments, science is continually sweeping away the barriers and enlarging our field of knowledge in every direction. And finally they will find that in the wonders of radium and in the metals known to possess the phenomenon of radioactivity we have but a "foretaste of a fountain of new knowledge, destined to overthrow the boundaries of science and to impregnate with teeming thought many a high and arid plateau of philosophy."



Stand Together.

"Help one another," the snowflakes said
As they cuddled down in their fleecy bed;
"One of us here would not be felt,
One of us here would quickly melt;
But I'll help you and you'll help me.
And then what a big, white drift we'll see."

"Help one another," the maple spray
Said to its fellow-leaves one day;
"The sun would wither me here alone,
Long enough 'ere the day is gone;
But I'll help you and you'll help me,
And then what a splendid shade there'll be!"

"Help one another," the dewdrop cried,
Seeing another drop close by its side;
"This warm south breeze would drive me away,
And I should be gone 'ere noon today;
But I'll help you and you'll help me.
And we'll make a brook and run to the sea."

"Help one another," a grain of sand
Said to another grain just at hand;
"The wind may carry me over the sea,
And then, oh, what will become of me?
But come, my brother, give me your hand,
We'll build a mountain and there we'll stand."
—Roanoke Industrial Era.

A Toast.

Here's to the women we ever hold dear,
Our wives and our sweethearts so true.
Here's to the comforting words full of cheer
They whisper when sorrow and trials appear—
Here's to their gentleness too!

Here's to the mothers so tender and kind
Who makes the home cheerful and bright.
Here's to the love in their great heart's enshrined,
Here's to their virtues, their sweetness of mind.
Here's that their heartaches take flight!

Here's to the children, the hope of the race!
May courage and wisdom be theirs.
Here's to their struggles for wealth and for place,
Here's that fair dealing their efforts may grace,
In all of their worldly affairs.

Here's to our friends! May the years as they fly
Bring peace and contentment and cheer.
Here's to the hopes that within our hearts lie,
Here's that love's fountain may never run dry,
Here's to a happy career!

—ONE BROWN.

LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

NOTICE—Correspondents will please write on one side of paper only.

Editor Railway Conductor:

Across the foam, far, far from home the wanderer
may steer,

But memory will never roam from all he holds
most dear;

A father's and a mother's love blooms when all else
decay

How prized and treasured are the hours of child-
hood's happy days,

But they were not there to greet me on my return to the home of my childhood. The radiance that once shown from their dear eyes faded now, forever, from this dull, gray earth. My mission was ended and would have taken the first steamer homeward bound, were it not for the pleadings to stay a little longer from those whom the same parents' blood courses through my veins, and the thought came drifting to me just then, how much better for the youths and maidens of this country who have enough and to spare to stay in their own native lands. And as time and tide wait for no man, the changes wrought during my absence were many. Even that old trysting place where in girlhood days we so often met and listened to that old, yet ever new story of love to which young hearts are so susceptible. Though years had brought me joy serene, and bitter, bitter pain, I would have given them all that day to be a girl again. While enroute I was fortunate to have met Sister Hutchinson, President of the Manhattan Division, New York, at her elegant home out at Mt. Vernon. My southern Sisters all look good to me. I found my northern Sister to compare favorably with them; the same genial hand-clasp which symbolizes the bond of friendship which unites us, convinces me more forcibly than ever that our Auxiliary knows no geographical lines. Many were the expressions of true friendship tendered me on my departure and enroute making me feel I was leaving home instead of going home, brightening and cheering my trip homeward, which seemed to pacify the angry billows till I was safely anchored in our peaceful Texas harbor.

This may be an opportune time to see ourselves as others see us. While shopping in a fashionable

district in Dublin, the capital city of Ireland, I was compelled to ask several questions. Feeling an apology was necessary for my seeming inquisitiveness. In an off-hand business way the gentleman in question says, "Not at all; the Americans like to ask questions. They want to know everything. A very intelligent people are the Americans." How keenly I regretted being such a poor representative of what the American people really are. The universal opinion everywhere I went was that America leads, all other countries follow.

In being shown through Carrickfergus Castle, in the north of Ireland, I was asked would we not like to have castles and royalty in our country. Smilingly I replied, Our American homes are elegant and luxurious; our American men noblemen, and our fair sex, ladies. No more do we crave.

I enjoyed my visit greatly, although it recalled many sorrows and brought me tidings of many deaths that I had not heard of before. As the advent of another new year is at hand, let each try to well do her part, so that at the close of another year life will be the better for us having been spared.

MRS. T. I. WATTERS.

San Antonio, Tex.

The following address was made by Mrs. Watters of San Antonio, at the joint installation of Houston Division No. 87, Order of Railway Conductors, and Ladies' Auxiliary Division No. 7, in presenting gavel to the newly installed presiding officers of the two orders.

"Brother Chairman, Sisters, Brothers, and Friends: Again is the pleasant privilege mine of extending to you in behalf of Houston Division No. 87, Ladies' Auxiliary to the Order of Railway Conductors, a cordial welcome here this afternoon. Assuring you that your presence here from time to time cheers and encourages us on to noble deeds. To say that we are overjoyed at greeting you, our friends and comrades in brotherly and sisterly love, but half expresses our feelings. That we have assembled here in a congenial spirit, uniting with our Brother conductors in another joint installation. In this age of progress it is only necessary

to give the signal and it is at once heeded. Once the ranks are formed there are new recruits to follow right along. Every year finds us still struggling to reach the top, one rung at a time. The last year has reflected on me much joy and gladness. The good results which enabled me to make the trip which my heart had been yearning for years past—a visit to the home of my youth and childhood, across the mighty ocean, to see once more the few remaining kindred and friends and to view the resting places of loved ones who had sought the great beyond. Joy intermingled with sadness to make the bitter sweet. My trip from start to finish was one rapturous delight. Then back to my home to pick up the broken thread and resume my task. Having been through other countries and seen conditions, I must say that our country is far ahead of all others along the same lines. Our railroad system is perfection in contrast. The railroads in this country, organized and built by cool-headed, enterprising capitalists, who are keen to appreciate the same class of men to operate the trains. The traveler feels at perfect ease, having almost the comforts of home, and in the care of courteous, chivalrous men, who are everybody's friend—no one's foe—who never consider it irksome to be civil and polite to their fellow beings, who are willing to lend a little aid to one by a bit of information, so kindly given, a shake of the hand which would indicate God speed you safely on your way; particularly, I was about to say, if the person was one of the fair sex and young and good looking; but seeing so many conductor's wives around I believe I had best leave that unsaid. However, their manly presence, passing and repassing through the train, gives us an assurance of confidence and safety we don't experience while traveling in any other country but our own. We may be proud to feel that we are so closely akin to the noble railway conductors. In closing my remarks, I must thank the Sisters for their kindly interest. And that we must begin the coming year with renewed interest; keep our forces together and achieve fame, which we will merit. For the many blessings bestowed upon us we must give thanks to Him who gives us strength and succor in our bereavements. Humbly bow in submission. His will be done. Then stretch forth your hands like a brother, remembering life's but a span. It's your duty to love one another and do a good turn when you can.

Now, last if not least; During my recent sojourn through the British Isles scarcely a day passed, pleasantly occupied as my time was, but what I was reciting something of the noble character of the American people; and my thoughts were constantly drifting to the Lone Star State, the land of my adoption. But knowing some of you come from Missouri and that I would have to show you, I had made of the Irish blackthorn, commonly called the shillalah (and which many a poor fellow has felt to his sorrow), these two little gavels, which I now present—one to your estimable chief, the other to our beloved President for their respective Divisions. But, as perpetual friendship and charity, truth and friendship are our motto, they will, I am sure, never have to use them in deadly combat. Combined in them you have the black-

thorn in its natural state and also the harp and shamrock, each emblematic of Erin's green shores. Sad indeed would have been my return trip therefrom were it not for the assurance of your continued confidence and friendship, which for years I have enjoyed and appreciate more than I can now express, and will, I trust, as long as time lasts ever remain green as the little ribbons which entwine them."

Answer to "A Baby of Other Days."

I love to hear the voice of babies,
Love to hear their childish plays,
Love to tell them funny stories,
Even "those of other days."

You may have lost your baby beauty
And the hair all shot with gold,
But the hand that framed those verses
Was by a noble heart controlled.

One that is always kind and loving,
One that is always good and true
I have never even met you,
But will say that much for you.

There is a heart in every bosom
Everywhere in this fair land,
But the heart that wins the glory
Is the heart that rules the hand.

We once had another baby
And her heart was filled with love,
But the angels came and took her
To her home far up above.

Her hair was brown and curly
And her eyes like babies', blue,
She was baby Jewel's mamma
And her heart was kind and true.

Yet she was a noble woman—
Now she's roaming with the blessed;
But we know our heavenly father
Knows and does what is the best

She was just a little angel
Who had lost her childish ways
She was just a dear good woman—
A baby of other days.

But some day when all is over
And on earth our bodies die
We will go meet our mamma
Little babe Jewel and I.

Oh how true are the lines you penciled
Yet to some they may seem mild.
For when our lives are sad and lonely
In our hearts we're still a child.

Editor Railway Conductor:

Having been re-elected to the office of correspondent for Battle Creek Division No. 230, I will endeavor to fulfil my duty. Our last meeting was a very busy one, also a very pleasant one, as all our officers were re-elected. We are anticipating with great pleasure our installation, which is to take place at our next meeting.

As we listen to the ringing out of the Old Year and the ringing in of the New, how many of us can

say, "I have done my best by the Auxiliary." May we begin with an earnest desire to fulfill more faithfully our obligations, so we will grow nearer and dearer to each other as the years go by. Many of us think too lightly of the solemn obligations we take when we become members of the Order, for, if we live up to the vow, we would all be more noble Christian women.

Now I must tell you about a few of our social events. October 12, in the International Congress hall, we held a box dinner, inviting the conductors and their families. Following the dinner a very happy time was spent and much merriment created by the ladies telling how each had earned ten cents. The hard-earned money was contributed to our treasury. November 1, Brother and Sister C. R. Martin opened their beautiful new home to the L. A. & O. R. C. for a box social. The afternoon was spent in a needle contest, the one who succeeded in making the best buttonhole was awarded a box of beautiful carnations. The conductors arrived in time to receive the signal to open their pocket books and purchase one or more of the artistic boxes provided by the sisters. They responded generously and the proceeds increased the amount in our treasury considerably. The evening was beguiled by the rendition of an informal program, which included music, recitations, toasts, and other entertainments features.

December 13, we held our First Annual Ball. One hundred and fifty couples were in attendance to enjoy the festivities, good music, plenty of sociability and delicious light refreshments contributed to make the party the success it proved to be. The hall was decorated in the colors of the Order, and mirth and merriment continued until a late hour.

We have been so successful in all our undertakings, we feel encouraged to go on in a good way. There has been very little sickness in our circle. The stork has visited two homes, leaving a son to Brother and Sister Lee and a daughter to Brother and Sister Kirkpatrick.

The sympathy of Division 230 goes out to Brother Hartman and family. Brother Hartman had the misfortune to fall off from the top of a moving car. We all hope his injuries will not prove serious. Just a word about our officers. They have made a study of their work and it is much appreciated by all the Sisters.

I think I can safely say we have a wide-awake, healthy, growing Division.

Battle Creek, Mich. MRS. H. G. WALWORTH.

Editor Railway Conductor:

We have passed our first anniversary and I can truly say we all have much to be thankful for, with each and all working for the good of the Order. December 13 was our election of officers; all serving the past year were elected for another year.

November 15, Parkinson Division had as their guests, Empire Division of Elmira, also Sayre Division of Sayre, Pa. They were escorted to the Division rooms where a reception was held until dinner was served. After which the regular session was called. After going through the regular order of business, Sister Walsh, requested us

to go through the initiation, which we did. Sister Walsh, our District Deputy, was much pleased with the work we had accomplished in one year. After all other business was over Sister Durfey of Empire Division, gave the ladies the O, Why degree, which was very impressive. A 6 o'clock banquet was served by the ladies of Parkinson Division, which was much enjoyed by many of the husbands of the ladies being present. Later the O, Why degree was given to them, which if lived up to will make them better railroad men and much better husbands. Sister Walsh presented us with a beautiful imported vase, filled with white chrysanthemums, which we prized very highly.

Sister Low has been confined to her home by rheumatism for some time. Sister Tillman has the deepest sympathy of our Division in the loss of her husband. His is the first death since we organized.

MRS. H. JONES.

Hornell, N. Y.

Editor Railway Conductor:

It is past time for Edgar E. Clark Division to be heard from through the columns of the CONDUCTOR, so I will make one more effort to write a short letter before my term of office expires and that will not be long for before this letter appears on the pages of the CONDUCTOR, we will have elected officers for another year. We have had a splendid set of officers for 1906, and hope we will have just as good for 1907. But no matter how good the officers may be, they cannot make the Division a success without the help of the other members, so Sisters, let us come out and elect a good set of officers and then come to every meeting that we possibly can through the year.

Our Division is slowly, but surely growing. We have initiated three new members this fall and have one other waiting for initiation and one or two petitions out which we hope to get in soon.

We have been blessed indeed, since we have been organized—have been organized nearly three years and have not lost a member by death,—and I think we have a great deal to be thankful for.

We still hold our monthly socials and those who are missing them are missing a treat. The next will be with Sister J. B. Reeves and we are expecting that to be the best we have had yet as we know Sister Reeves knows just how to entertain.

Brother A. W. Staley had the misfortune to lose one of his feet last week. It was run over by a car in the C. of G. yard, where he was assistant yardmaster.

Macon, Ga.

MRS. G. L. AGEE.

Editor Railway Conductor:

It is my duty as well as pleasure to write of all the doings in Coke Region Division 197. We have had a very social time so far this fall. Sister Coleman entertained the Brothers and Sisters very pleasantly at her home on her birthday. All report having a good time with them, Brother and Sister Coleman both know how to make all feel at home and enjoy themselves.

We only have one more meeting in this year.

At our last meeting we elected all new officers; we would have liked to have kept our old officers where they were but they all wanted a change and we only hope the new officers will do as well in the coming year as the old ones did in the past year. We will have open installation with the Brothers the last of the month. The installation will be followed by a reception for the Brothers and their wives.

We had with us at our last meeting Sister Margaret Wise, who is President of Fern Cliff Division 112. Sister Lane is going to leave us soon as Brother Lane is working at Rockwood, now.

Sister Lint has already moved to McKees Rocks. They were both loyal Sisters and faithful workers in the Division.

Brothers, (I mean those of you whose wives do not belong to our Division) urge upon them to join with us, and those Brothers who don't have a wife, let them get themselves one and then she can join with us too. NELLIE B. BERRY.

Connellsville, Pa.

Editor Railway Conductor:

Andrews Division No. 4, L. A. to O. R. C., have just elected new officers for the ensuing year, and a more efficient set of officers would be hard to find.

Sister Darling was elected President; Sisters, let us rally to her support and strive to make this the banner year. Our attendance is fair and we hope it will be much better during the coming year as there are several conductor's wives that do not belong. We should extend a vote of thanks to the officers who have served so faithfully during the past year.

The L. A. entertained their husbands and family with a picnic supper at the home of Sister Darling and a very pleasant evening was spent in games and last of all an old fashioned spelling match, which had some of the good Brothers, and also the Sisters, guessing.

Dec. 17th. Division No. 19, held their 25th anniversary at the O. R. C. hall, where the L. A. had tables prepared and all sat down to a sumptuous feast each guest receiving a red carnation as a souvenir. After the banquet Brother Brown was introduced as toastmaster and made a short talk which was responded to by several.

Dec. 23rd, a joint installation was given by the O. R. C. and L. A. Sister Frances Northway acting as Grand Installing Officer, being ably assisted by Sister Callie Hoffman as Grand Marshal.

After the installation light refreshments were served to which all did ample justice.

We are looking forward to a prosperous year and hope some of our Brother conductors will assist us in getting their wives to join our Order.

Elkhart, Ind.

Mrs. BERT THOMAS.

Editor Railway Conductor:

I find myself scribe again for San Antonio Division, No. 212.

And as my last letter called for criticisms, both favorable and unfavorable, I've decided to change the tone of this one so completely that my best friend won't recognize it as mine.

A friend living in Denver, Colo., whom I've

not seen in a long time, wrote and asked if that letter in the September CONDUCTOR was written by me—as it *sounded* just like me.

Now when one gets so sarcastic that their letters will have a "sound" which reaches half way across the U. S., 'tis time to change, so I am going to be real amiable in this one—if I can.

And then I do not think it does much good to hit at these men who are opposed to women's organizations, for men as a rule, to quote an old colored woman living near me, "Are pow'ful stubborn when they get set in their ways." And since we have the majority on our side *now*, and the *controlling* interest in the young generation, why, by and by everything will come our way. At our last meeting we initiated two members, elected our officers and had refreshments to finish with. Was not that a good afternoon's work?

Our President, Vice-President and indeed *all* our officers for the past year were re-elected, except our delegate, and many of us wanted to have her again, but we knew, to be just, we must pass such as plum as that around. So Mrs. Seamands, our President, will meet with those who attend the next convention.

I had fully determined not to be re-elected correspondent, as I've so many pressing home duties. But it's all right, if I am wanted there, there's where I want to be. Mrs. W. V. ROBINETTE.

San Antonio, Tex.

Editor Railway Conductor:

Merrimac Division 93 is all right, despite the fact that its correspondent has been too negligent to say so before. Not exactly negligent, either, but other duties that must be done have rather crowded this aside. At this time I will give a little review of the past year.

The first of January our good President invited us all (with our husbands) to spend the evening in her pleasant home; a goodly number accepted this invitation and once more found out what a fine hostess she can be.

The next important event was the School of Instruction held in Boston, with Mascot Division as hostess and presided over by our Grand President, Sister Moore. We enjoyed this visit very much, greeting new Sisters, seeing fine degree work of the Mascots, parts of the work by others and listening to instructions and advice from the G. P.

Next in order our Junior Sister invited us to visit her cottage at Sunafere Lake. Our kind Superintendent gave a special car for our transportation and a merry party enjoyed the day at this ideal summer resort. Hope we can go again.

We have added three to our number and have another ready to interview the frisky goat and hope there are more to follow.

We elected officers at our last meeting and Sister W. A. Drake, of Mascot Division is to be our installing officer and we can all readily imagine how the work will be done. We have changed the day of our meeting; it is the first Friday afternoon, and at 6 o'clock the Brothers come to a nice supper, after which, they have a session themselves. On the whole this has been a good year and as we look backward we see more sunshine than shad-

ow and would not forget to thank our Father for His watchful care over us, and start forward with hope that we may do better by each other and all we may come in contact with "Scattering seeds of kindness all along the way." AQUILLA.

Concord, N. H.

Editor Railway Conductor:

Greetings from Volunteer Division 123, and I want to plead negligence to my duty.

Our Division has not lacked material for an interesting letter but a correspondent who claims the usual excuse of the housewife—busy with many things.

We proudly record a prosperous year, our meetings have been interesting with a good average attendance. In connection with our Auxiliary we organized a sewing circle which meets once each month with the different members. At these meetings we have sewed for our bazaar and also made a quilt from which we have realized a good sum and we will soon have reached the goal towards which we have been working—the last payment on our new piano purchased for our Division room.

Our Division regrets the removal from Austin of Brother and Sister Bower who have decided to make Seattle their home. We commend Sister Bower to the Auxiliary at that place. She was one of our faithful charter members and has held the various offices from Senior Sister to the President.

EMMA J. PLUMMER.

Austin, Minn.

Editor Railway Conductor:

Rocky Mountain Division 207, has been very prosperous the past year, and much interest manifested in the meetings.

At our first meeting in November, we initiated three candidates and afterwards had a social gathering, which our families attended. A very interesting musical and literary program was given, which shows marked ability along that line, among the Sisters of this Division.

Our annual election of officers passed off very pleasantly.

An invitation was read at this meeting to a banquet given by the members of the O. R. C. Division in Missoula, and it was proposed to hold the banquet on New Year's night. Our Auxiliary was so well entertained by the Conductors at the banquet given by them last year, that we are all looking forward to the event this year with great pleasure.

We regret very much to lose two of our members who leave us this week for other fields of labor, but no doubt, will be warmly welcomed in some other Division.

MRS. T. C. BYALL.

Missoula, Mont.

Editor Railway Conductor:

Again the office of correspondent has been unanimously thrust upon me and I will try to tell you something about Division 105, away south here in this beautiful land of Dixie. Truly we have a land of almost perpetual sunshine and our geraniums, palms and roses continually wave their heads as if this was their spring.

We held our annual election of officers at our last meeting when some of our officers were elected by the full consent of the Division, others by majority, some merely changed stations, while others lost out altogether. I think those we have elected will serve us faithfully.

At a meeting last month we decided to hold a series of progressive entertainments. Sister Chas. Gore claimed the first one and in her home beautifully decorated with choice palms and cut flowers, she entertained us charmingly with cards, music, dancing and conversation. At the end of the game we found that Sister R. W. Smith had won the first prize while Miss Newhouser captured the second, the consolation prize being carried off by Miss Abbott.

Immediately following this we were served with hot chocolate and cake and we found that the evening had advanced far beyond our imagination.

Sister Clinton Davis has claimed our next entertainment which will be given at her residence in Dryades near Upperline on December 19, and we are anxious to have all to attend these and feel confident that you will have a good time; so come and bring your friends.

New Orleans, La. MRS. LOUIS W. KINABREW.

Editor Railway Conductor:

As I was thinking one day of so many Sisters all over the globe wondering why and where Eschscholtzia Division 191, found its name and its meaning. Finding a small article very suitable will ask the editor to find space to publish it.

ESCHSCHOLTZIA.

O, western flower, so brave, so bright, so bold,
(The Poppy.)

What land can claim thee like this land of ours?
For hast thou not drunk deep and long of gold
From earth and heaven through all thy growing hours?

The gold that lies in California's soil
Thro'st reached thy bravest rootlets down to gain.

And won without the miner's toil,
And then, with daring surety, thou, again,
Hast lifted up thy petals to allure
The golden sunlight as it streameth down,
Till thou hast caught and held its richness pure
And on thy stem there lies a golden crown.
Our seal is on thee! May it ever rest,
Thou golden floweret of the golden west!

A MEMBER OF ESCHSCHOLTZIA Div. 191.

Editor Railway Conductor:

Just a few lines to let you know we are still among the living. We have just ended up our second year as a Division. We are getting along splendidly, having social gatherings, trying to build our Division up, and draw our members together more. We have had a successful year taking in members, not so many of them, but still can't complain, as the old motto is, "If we try we will surely be successful." December 16th, the Brothers of Sylvania Division 23, decided on a joint initiation with Anthracite Auxiliary Division 196,

which proved a success and a benefit to both Divisions. Great praise was given the Sisters for their advancement made in the past year, and also a vote of thanks was given for the refreshments served. Toasts were made by several Brothers and Sisters and a musical program, consisting of vocal and instrumental music was rendered, after which we closed the exercises of the day with singing.

"Bless'd be the tie that binds
Our hearts in Christian love,
The fellowship of kindred minds,
Is like to that above."

Tomaqua, Pa. MRS. ELMER GEISSINGER.

Editor Railway Conductor:

Supposing the Auxiliary Sisters are under the impression that Division 99 has dropped out of existence, I will endeavor, though in a feeble effort, to relieve them of this false impression.

We are still thriving and that, too, in a very prosperous way. Our meetings have been well attended and considerable interest manifested in various ways.

We gave our First Annual Ball November 23, and it was a success, both socially and financially.

Our election of officers is over and everything looks bright and prosperous for the new year.

The retiring officers presented Division 99 with a lovely sofa pillow, to be raffled off to make money for our treasury, so all the Sisters are selling chances.

Quite a number have been on sick list, but am glad to say all are convalescent.

We are getting the goat ready for initiation at our next meeting.

Our monthly dime lunches have been graced by a few Brothers. We are glad to welcome them and wish they might come often, and more of them.

As we stop to think another year is drawing to a close. I wonder how many of us can say I have done my duty by the Auxiliary. May we begin the new year with an earnest endeavor to do all in our power for the advancement of our Order, and may our Order grow nearer and dearer to us as the years go by, and if we have been careless and thoughtless, let us from this time forth strive to be true to our Sister, and true to our Order.

May 1907 be the best in the history of Division 99.

Mrs. C. V. A. HULL.
Osawatonia, Kans.

Editor Railway Conductor:

Autumn Leaf Division 12, is composed of as lively a band of Sisters as you will find. We have a fine and capable set of officers and members equally so, always peace and harmony prevailing. During the year we have added several new members of which we are exceedingly proud. Our meetings are fairly well attended and the day is looked forward to with pleasure. Sister Belle Saurr attended the School of Instruction in Chicago, and on her return gave us a very excellent and instructive report of the School, which I am sure will prove beneficial. Sisters, the good and kind acts of No. 12 are many; we always

remember the Highland Park Home and all needed charities.

The stork remembered Sister Susie Monfort with a little daughter. Brother Monfort treated the Auxiliary to ice cream in behalf of the little lady.

Through the year we had a round of social events at the different homes—one in late summer at the home of Sister Samantha Harper, where the tables were arranged on the lawn and all royally served and "picturs took." A few evenings later the Sisters planned a surprise on Sister Anna McMichaeles in her new and elegant home, where an enjoyable time was reported. We have now arranged for a social gathering in our hall the first Monday of each month. Don't forget the time and place. Three or four Sisters will entertain and serve on these occasions. We are the "Four Hundred."

I am sorry to report the illness of Brother James Calder, who does not seem to improve as we would wish. I know the family have the sympathy of all O. R. C. friends.

Soon another year will have passed and this, the last month, brings us to the election of officers. We are going to turn a new leaf and try and attend each meeting, and in so doing help our President and officers.

JENNIE.
Bellevue, O.

Editor Railway Conductor:

It is understood that Victory Division 168, has a correspondent. It is also understood that the correspondent is supposed to correspond, and yet with all of these facts in my possession, I have, in a measure, neglected to fulfill the duties of my office. It truly is not for the want of news, for when you consider the incidents and occasions that have occurred hereabouts it is no wonder several of the Sisters have taken me to task.

Brother and Sister Cole are happy with their new daughter, a recent arrival at their home, and the youngster has already given promise of being a valuable helpmate to its mother.

Sister Knott, who recently removed from Sayre to New Haven, Conn., where Brother Knott has a splendid position in the yard of the N. Y., N. H. & H. railroad, reports as being well pleased with her new home.

The supper recently served by the Auxiliary was a success—not only socially but financially. Something over nineteen dollars was realized, and the quilt chanced off brought in over twenty-two dollars. The drill by the Sisters showed thorough preparation and was neatly executed.

Now, Mr. Editor, if this brief letter finds lodgment in your Ladies' Department I shall feel so elated that I shall hasten to write another, and one more complete as to the local happenings up here in the corner of this great state of Pennsylvania.

Sayre, Pa.

Mrs. B. F. DUNFEE.

Editor Railway Conductor:

It is again time a letter appeared from Angel City Division 84.

Since my last letter we have initiated one new member—Mrs. Randall. We are glad to welcome you Sister and hope to see you often in Division

room. We held our meetings regularly all summer and the faithful few were always there. Sorry to know some of our Sisters are ill. Sister Kinch has buried her father recently. You have our sympathy in your sorrow, Sister.

December 1st we had our election of officers—have nearly all new officers for the coming year. I want to congratulate Sister Hitchins on her election as President to succeed Sister Ham, who has served us well.

As this is my last letter I want to urge the Sisters to attend the meetings more regularly and not seem so indifferent. As we all look back we see many causes for regrets; but let us all turn over a new leaf and make the coming year a bright and happy one.

MRS. C. D. BILLS.

Los Angeles, Cal.

Editor Railway Conductor:

Arbutus Division 95, has not been asleep, even though her correspondent has been exceedingly slow.

We have enjoyed many social pleasures the past year. The most important was our visit to Albany. We attended the School of Instruction conducted in the most able, instructive and enjoyable manner by our Grand President.

While in Albany, we visited the capitol and several places of interest and returned home feeling well repaid for our journey.

Our Division is in a flourishing condition. We have added many new members to our ranks; but have lost four of our old ones. Three having moved to Buffalo.

We greatly mourn the loss of our dear Sister, Mrs. Margaret Brizee, wife of Brother William Brizee. Sister Brizee was a charter member of this Division, and its President for several terms.

Do all of our Brothers and Sisters read THE CONDUCTOR? I hope that they do, for it is very interesting and entertaining as well as instructive and grows better all the time.

We greatly enjoyed the letter written by Brother Brosius, of Fort Worth, Tex., and hope that he will write again.

MRS. M. LAWSON.

E. Syracuse, N. Y.

Editor Railway Conductor:

With a few words for La Rue, 199, I step down and out as correspondent, and feel happy to place the pen in a more efficient hand than mine.

Our Division still prospers, and I think the majority of its members are working with renewed effort, for the "good of the Order."

The "Dime Social" given November 24th, was quite a success, the proceeds of which were sent to the Highland Park Home.

Our annual election of officers was held December 5th. Following this, and the regular transaction of business, cream and cake was served at the expense of the Division, and a social time enjoyed by those present. Our beautiful banner, of which we are justly proud, was on exhibition for the first time on this occasion.

O. R. C. No. 135, and L. A. No. 199, will have public and joint installation of officers, on

December 28th. I sincerely hope that the year 1907 will be one of health, happiness and prosperity for all.

MRS. G. M. ADAMS.

Nashville, Tenn.

Editor Railway Conductor:

Some twenty months or more,
Since Miss Division called at your door,
Yet the faithful little band
Is growing in both heart and hand.
Some twenty months!

What a time!

As if to sorrow

And to pine,

While instead all's aglow

With good news to bestow.

'Tis true we have our "ups and downs,"

So many of our Sisters are out of town,

Still we never grow blue

Over things we can't undo;

In these months of twenty and four

There isn't a band that could do more.

Now I will confess

They could do more in the way of "dress",

Just listen while I proceed

To give a synopsis of our work indeed,

Well, I couldn't either very well,

For there is so much we can't tell;

But one thing of which we feel especially proud,

And that I must tell to the crowd,

Three new members last May,

For their Charity and Friendship, we always pray.

In this twenty and four of which we speak

We have only one more day in which to meet

—Till another year

With its joys and sorrows will appear,

And upon that last meeting day,

With a faithful heart, let us pray,

That Mississippi Division 102,

Will ever remain strong and true;

And in another twenty and four

Should God call one of us to the beautiful shore

May we meet as before,

Our Glorious Father to adore.

Though vacant be the chair,

May sweet memories linger there

Of one who "tried to do her part

With careful thought and earnest heart."

And in this glad New Year, so humble in its

Youth,

Come burdened with joy and pleasures bound

with Friendship, Charity and Truth.

Of one thing we must be sure,

All obstacles we must endure,

And hold to our good intention

To meet in May at the Convention.

MRS PHILLIP DUPOYSTER.

Water Valley, Miss.

Editor Railway Conductor:

It has been a long time since Daylight Special Division 172, has been heard from, but though silent, we hope we have not been forgotten. We are still alive and doing nicely. We have taken in two new members this fall with prospects of another soon.

Death has entered the families of both the

President, Sister Millan, and the Vice-President, Sister Daniels.

Eleven members of our Division went to Springfield, Friday, Dec. 7, in response to a cordial invitation from Carnation Division 108. We were met by Mrs. Moore, our Grand President, a number of members of Juanita Division 66, of Bloomington, besides Carnation Division 108.

It is needless to say that we were very much benefited by the exemplification of the work. Those who remained at home certainly missed a treat in not hearing Sister Moore. Everyone returned with enthusiastic praises for the hospitality of Division 108.

An additional pleasure of your correspondent was the meeting with Sister Castles, an old time friend, whom she had not met in years.

In looking over the letters in The November Conductor, I noticed a letter from the El Paso, Texas, correspondent. Happy greetings to you, dear old friend! Though I haven't seen you in years, you have often been in my thoughts. Best regards to you and Brother Castles.

Our most efficient Secretary, Sister Steger, leaves soon for Los Angeles, California, to spend the winter months. We hardly know how we will get along without her, for she is one of our faithful few.

We expect to have a minstrel show put on for our benefit about the first of the year.

Clinton, Ill. NELLIE HUMPHREY DANIELS.

Editor Railway Conductor:

Will you listen to just a fill in while I tell the readers of THE CONDUCTOR that Empire Division 80, of Elmira, N. Y., is as yet holding meetings. Some Sister has said, "Why do we never have a letter in THE CONDUCTOR?" So here goes.

On September 26th Sister Baker invited us to a picnic supper at her home in the "suburbs", in celebration of our eleventh anniversary. Our pictures were taken on the lawn, and an enjoyable time was spent by all. The absence of our Brothers was felt and only wish they could meet with us more often, but when called, they must go.

Parkinson Division, of Hornell, invited Empire Division, 108, of Elmira, and Victor Division, of Sayre, to a social session and banquet, both Divisions accepting and attending. Everyone present voted the members of the Parkinson Division as royal entertainers and they certainly have a Division to be proud of. They commit their parts, the observance of their rituals being felt when our Deputy "rapped loudly" about older Divisions "taking note", (our Division being only eleven years old) so we didn't take it (We'll take Mr. Jack along next time, and then see if you'll be good.)

The "Oh, Why" degree team from Elmira, initiated the Sisters and their husbands in the evening, and they do say that some of the Brothers were so impressed with the obligations that they are still standing. One Brother said, "We didn't amount to anything until the ladies joined us," so we feel that covered all to be said.

On December 6th, we will serve a paid supper in our Hall, also there will be a drawing of an oil

painting of Mt. Hood, painted and donated by Sister Durfey.

Some time ago we read of the ladies of some Division making a cake and putting a ring in it and selling slices, so we are going to try it, and hope to "ring in" a great number.

On December 14th we have our annual election of officers, and they do say a little electioneering is going on.

One word more—if you have anything to sell go to Hornell, they are generous, and will buy all you have to sell, yes, even the last one.

Sisters all, let's leave our "little bees" at home this coming year; they do sting so.

Elmira, N. Y.

THE LAST ONE.

Editor Railway Conductor:

Once more in behalf of Division 96, before I hand my pen over to our newly elected correspondent, trusting she will be able to do better than I have.

Last meeting day we elected officers and everything went nicely (as it always does), and after the close of our meeting we had quite a fine lunch served by the lunch committee, and it was quite a social affair and enjoyed by all. When we departed for our homes, I feel sure we were all greatly benefited by the exercises of the day.

Now, dear Sisters, let us start in the new year with new life in us, for the welfare of our Auxiliary and of ourselves; let us cultivate our minds, our ways, and our love toward one another in a true loving spirit, and real friendship. That word, friend, may mean so much, or it may be squeezed to mean nothing at all. A little handful of friends are worth their weight in gold, for they love you, and overlook your short comings, they forgive your faults and admire your good qualities, their hands and firesides are open to you at all times, and they do not care if you are rich or poor, good looking or homely, they love you for what you are.

The real friends are those who believe in us, who will suffer and sacrifice, if need be, to prove their friendship.

They are the ones who will tell us of our faults, who will rejoice in our happiness, and mourn with us in our sorrow, and will help us over rough places, and will open up their homes to us, if homes are needed, and *they* are our real friends.

Smile a little, smile a little,

All along the road,

Every life must have its burden,

Every heart its load,

Why sit down in gloom and darkness,

With your grief to sup,

As you drink fate's bitter tonic

Smile across the cup.

McKees Rocks, Pa. MRS. O. H. FAERNBAKER.

Editor Railway Conductor:

When I was asked to be correspondent for the CONDUCTOR for 1907, I felt that I could not undertake it. It may be an easy matter to write up an article, but a difficult one to be interesting so as to leave a sweet and lasting impression as one would wish to do.

However, one idea came to me as I was about to decide to accept this office. It was that again after five years it would be very agreeable and pleasant to renew my acquaintance with the Brothers and Sisters.

Before speaking of our own Division and its work I wish to speak of something which your correspondent considers of great importance. It is the same old subject but I want to ask you with great earnestness, have you ever made a move to become a Christian man or woman, to live a good life, true to yourself and your Maker, honest and sincere, that kind of action which commends to favor? I know and feel very sure that many of those pleasant faces whom I met in St. Paul in 1901 were the countenances of those that are striving for the "Beautiful Valley of Eden." But to those who have not had time to turn their thoughts heavenward let me please have your kind attention for a few moments. Listen to me, look at these warning words as though you had run over a torpedo. I ask you candidly do try to realize now at the present time the importance of beginning at once to look to your Christ and let him lead you, tell you how to lead a more noble life, one that your happiness will far exceed anything you ever knew as there is no question but the true Christian is the happy man or woman of today. They are on a firm foundation, brave in life, calm when the final "all aboard" comes for their last run on earth.

Not long since a Brother conductor of Division 335 said goodbye to his earthly friends and went away to receive his reward. Another Brother, speaking of the departed said, "How I should like to see a monument erected to his memory that would portray his goodness as he used to be." Now, dear Brothers and Sisters, that man earned his memorial by a simple, pure, honorable everyday life, faithful to his Lord and Savior. You and I can live a beautiful Christian life if we listen to the warning voice in time. Now, dear Brothers and Sisters, I wish to speak of a sad experience that I have recently passed through in order to prove to you the importance of what I have been telling you.

I was suddenly called to the death bed of a brother, not a conductor, but one who had been a prominent engineer on the western railroads for years, and as I watched by that brother for five long, sad, weeks, for indeed they were "sad and long" I assure you Brothers, inasmuch as I not only looked at that wasting form of what was intended by God to have been a noble being, I also had to listen to that pathetic allegation. "How am I to meet my Savior after all these years of sin and wickedness. I never thought I should need Him as I do. How shall I begin? When my hand was upon the throttle going through this world as fast as the wheels of the locomotive could turn, I flattered myself I was 'all right' but I was all wrong."

Well, my Brothers and Sisters, I say God forbid that you should ever be called to pass through such a heart-rending death bed scene. I made the way plain to him as best I could and using the words of Jesus Christ, "While the lamp holds out to burn, the vilest sinner may return." And with the help and prayer of a good, dear rector of the

Episcopal faith, that brother was brought to realize in the fullest degree what it means to have Jesus Christ come to our rescue when we are about to pass through the "valley of the shadow of death."

But, Brothers and Sisters, don't, I beg of you, wait for the death-bed repentance. That is not right. You and I have work to do. Some one is following right after our footsteps and we are in danger of leading others wrong, no doubt. He, our Maker, will do all He promises for us. But don't forget there is a dear mother praying for you all the time while on earth and if she is called home to heaven before you remember that she will be with you in spirit and like the Brother in the death-bed scene you will see her face at the windows waiting to accompany you to meet your blessed Savior when your soul takes its departure for the blessed Homeland of the dear Redeemer.

Merrimac Division has some fine officers for the new year. They will be installed next meeting by Grand Secretary and Treasurer of Insurance, Sister Drake, whom we think a great deal of and hope some day to see her Grand President of the Ladies' Auxiliary.

Our Delegates, Sisters Mann and Byron will show us up in good shape out in Memphis next year and prove to the convention we are alive and working.

We have added five new members and hope to add two at next meeting.

We have changed our hour of meeting for a time and at the last three have been very successful. We are quite encouraged.

Our Brother Bean, Secretary of 335 has been very anxious to get more Brothers out to their Division. We have been trying his plan to have our meeting in afternoon of the first Friday of the month and after meeting have a supper to captivate the "Dear good boys" when they come in from their run to invite them to supper and then they are ready for meeting, after which we have a social time, music, reading, speaking etc., and so far our meetings have been successful. With Sister W. E. Marston, President, and Sister H. B. Eaton, Secretary, for the new year we shall hope for greater things. Don't forget the meetings, Brothers and Sisters.

MRS. ALVIN B. COLE.

Concord, N. H.

Editor Railway Conductor:

As correspondent of Division 8, I will fulfill my last requirement for 1906. How many correspondents have lived up to their obligations and have written four letters? Surely not all, or the Ladies' Department in THE CONDUCTOR would take on bulk. Then how about the letters of condolence and congratulation? have they been neglected also? I think this office is as important to fill as any other and feel very glad that my successor is capable of filling it more intelligently than I have done. Our election is over and every one seems satisfied, the retiring officers were a credit to the Order, having put their whole heart into the work and for its best interests. Our retiring president had served us so faithfully for three years. Our new officers, we believe, will do the same. It is our duty as members, to stand by them and give

them encouragement and assistance wherever we can. The holiday season is with us at present and hope each Sister may have a joyous season. May the new year be a happy one and the most successful in the history of our Auxiliary.

It will not be long until the next Grand Convention will be the chief topic. Shall we wait until then to suggest changes or shall we get to work now? Let each Division take up some part of the work where changes are needed and get them into shape and thus expedite matters for the jurisprudence committees. What better special work for this winter than to work along these lines? The benefits would be two-fold. It would be helpful to the Grand Division committees but the most benefit would be with those who studied up the laws and became acquainted with the needs and the changes necessary for the advancement of our grand Order. It would awaken a deeper interest in our Auxiliary work.

Having been honored with the office of delegate, I hope to meet you all in Memphis next May.

I extend a cordial invitation to any Sister coming our way to visit our Auxiliary. We are proud of it and want to show everybody we have reason to be.

Mrs. W. H. SHAFER.

Sunbury, Pa.

Editor Railway Conductor:

As I have been elected correspondent for the ensuing year, I will endeavor to fully fill my promise to faithfully discharge my duties. The New Year finds this Division in a very flourishing condition, having taken in some very enthusiastic members in the past year, we hope to accomplish great things in the present year.

We had a public installation of officers December 28th. We had almost a new set of officers for the new year, which we hope will prove to be as good as the retiring ones. We expected to have a joint installation with the conductors but were disappointed in this as the work was so heavy on the road all the officers could not be present, consequently the ladies had the floor for the evening.

Mr. Dickerson acted as master of ceremonies. The program preceding the installation was a very interesting one, composed of instrumental and vocal music, everything passed off very nicely and what few conductors were fortunate enough to attend seemed to enjoy the occasion very much, but seemed to be rather backward in every part of the program except the last, which was a very heavily laden table prepared by the Sisters. One of the Brothers after seeing what was left suggested that they get a tonic for the ladies as they did not eat very much, but one of the Sisters thought that they also needed a tonic, but not as an appetizer, just a little nerve tonic, so they could face the ladies in the installation. The Auxiliary presented the retiring President, Mrs. J. N. Steed, with a silver syrup pot and tray. Our box parties we are having each month for the past year have been very enjoyable affairs, the last one held at Sister Reeve's home on 2nd St., was quite a success, having had a larger crowd present than any previous to this. These meetings are becoming very popular with the Sisters, also with the Brothers, which we are glad to see. I think this is one of the best ways

to promote sociability in the Order. We extend a cordial invitation to all visiting Sisters to attend our meetings.

Mrs. P. W. MARTIN.

Macon, Ga.

QUARTERLY REPORT

of F. B. A. of L. A. to O. R. C. of A.

Oct. 1, 1906, to Jan. 1, 1907.

No. of Insured Divisions, Oct. 1.....	157
No. of Insured Divisions added.....	2
No. of Insured Divisions January 1, 1907.....	159
Membership, October 1.....	1635
No. of Policies Issued, (Class A 29, Class B 6) ..	35
No. of Claims Paid.....	2
No. of Policies Dropped.....	9
Membership January 1, 1907.....	1659

RECEIPTS

Balance on hand October 1..	\$10687.86
Assessments Oct. 1, to Jan. 1 ..	2465.25
Policies Issued to Jan 1.....	26.25
Policies, Changes in Beneficiaries.....	4.00
Supplies, Oct. 1, to Jan. 1....	7.00
Interest, 6 months.....	127.13

\$13317.49

PAYMENTS

Expenses, Oct. 1, to Jan. 1..	\$ 164.15
Death Claims Paid.....	1000.00
Cash in Bank.....	12153.34

\$13317.49

SUMMARY OF CASH BALANCE JAN. 1, 1907.

Mortuary Fund.....	\$ 3000.00
Expense Fund.....	1000.00
Reserve Fund.....	8153.34

\$ 12153.34

Mrs. W. N. DRAKE
Gen. Sec. and Treas.

Editor Railway Conductor:

Having succeeded myself as correspondent for the year 1907 at the recent election of officers of Manhattan Division 200, L. A. to O. R. C., it again becomes my duty to write an article for your valuable journal. By the time this letter reaches you, the year 1906 will have rolled by, and we are very grateful to welcome the same officers of the year 1906 for the year 1907 in whose guiding care, together with their efficient work, we are positive the Division will prosper. I think the Sisters should be proud to have such good material among them from which to make their selections. Since last you heard from us we have had several very important social gatherings. On Oct. 21st we were invited to New Haven, Conn., by the Sisters of E. R. Division 220, L. A. to O. R. C. to assist in preparing a banquet for the Brothers of Division 317, who held a union meeting on that day. We were highly honored to wait on the Brothers, more especially G. C. C., A. B. Garretson, who was present. After the banquet C. C., J. Wall, appointed a committee of two, Brother Parant, Division 413 of Boston and Brother D. Manning of 317 to escort the Sisters to the Division room and meet Grand

C. C. Garretson who wished to make a few remarks to the Sisters. In opening his address, he said he now had the Sisters where they could not answer back. He also spoke to us about the prosperity of the O. R. C. and the L. A. to O. R. C. and gave us a very good and instructive lecture. One of the most impressive and enjoyable gatherings was the joint installation with Division 54, on Sunday, Dec. 2nd, 1906, which was the first joint installation ever held in N. Y. City. Grand Sec. of Ins. Sister Drake of Mascot Division 59, was installing officer, assisted by Sister Silsby of Mascot Division 59 as Grand Marshal. From all appearances, the very efficient manner in which the services were conducted was highly appreciated by the Brothers, wives and sweethearts that were present and I have no doubt whatever that it has left a very favorable impression. Brother Cameron had to get up and compliment the Sisters, saying that they had them skinned a mile in their work. There were also remarks made by Sister Drake and our President, Sister Hutchinson, who was presented with a Past President Pin from the Sisters of Division 200, L. A. to O. R. C. The Sisters also presented Sister Coughlin with an elegant cut glass dish for the very efficient services as Secretary of the Division, also an elegant cut glass dish to Sister Bryan for her services as Musician of the Division. The presentation of a large, elegant bunch of roses to our President, Sister Hutchinson, and the witty little speech with it made by Brother Burr of Division 54, was the surprise of the day, and I can assure you was highly appreciated by the officers and members of Division 200, L. A. to O. R. C. I would not be surprised to have Brother Heitzman ask for an application, if he was eligible after that Sunday, Dec. 2nd, 1906. The officers and members of Manhattan Division 200, L. A. to O. R. C. extend a hearty vote of thanks to the members of Division 54 for the courtesy shown to the Sisters, and for the elegant banquet and entertainment. On Dec. 16 we attended a joint installation of Division 317, O. R. C. and E. R. Division 220, L. A. to O. R. C. at New Haven. Our President, Sister Hutchinson, was installing officer, assisted by Sister Robinson of Mascot Division 59, as Grand Marshal. After

installation a few remarks were made by President, Sister Perkins, for the good of the Order and by C. C. J. Wall, of 317, who is forever on the lookout for the comfort of the Sisters, and always happy when surrounded by them. We partook of an elegant banquet, prepared by the Sisters, and were royally entertained after the banquet. On Dec. 23, several of the Sisters journeyed to Tottenville, S. I. to attend the installation of officers and banquet of Division 384, and we had a very enjoyable day. On January 6th, 1907, we expect to attend the installation of officers of Hutchinson Division 229, of Springfield, Mass. and the joint installation of R. I. Division 370, O. R. C. and R. I. Division 228, L. A. to O. R. C. at Providence, R. I. on Sunday, January 13th, 1907. The meetings of our Division are well attended, and we have had a very prosperous year. We have started in the year with 9 applications for membership, 3 of which are to be initiated at our first meeting in January. The Sisters welcome the smiling face of Sister Wood at our meetings. We sincerely hope that nothing serious will develop from the sad mishap to Sister Ellsworth in the Banquet Hall at Terrace Garden, Dec. 2nd, 1906. I would like to state that we are about to hold a progressive euchre party, afternoon of February 4, 1907, at Harlem Casino, 124th St. and 7th Ave. N. Y. City, at which there will be elegant prizes awarded. Tickets, 50c, and we hope to have all who can attend, as we expect a very enjoyable time.

Stamford, Conn.

MRS. OSCAR HEILES.

Editor Railway Conductor:

Division 227 is getting on nicely and is in a prosperous condition. We are increasing in members slowly and are in very good condition financially, to be as young as we are.

We have just held an election of officers for 1907. All our old officers were re-elected.

We sent five dollars to the home at Highland Park, Ill., and received a nice letter of thanks from them, which made us glad. We are hoping to give them a Christmas gift.

Richmond, Va.

MRS. O. A. SPEARS.

The Children's Cry.

A ceaseless plaintive cry goes up to God,
To rescue from the clutches of the mills
The pale, dwarfed children, stooping 'neath their
load,
Slaves in the shadow of our blood-bought hills:—
"The death that feeds on darkness and on dust
Sucks from our cheeks the birthright of our years,
The endless din of wheel and chain and bar
Shuts from our ears Life's song, and leaves us
tears.
"The sad, sad tears of ignorance and toil,
They fall unnoticed from our weary eyes;
We know not what we miss, we only feel
If Death means rest, then Death were Paradise.

We have known nothing in our narrowed lives,
But restless nights, and still more restless days;
The ceaseless clanking of the tireless looms
The only music that attends our ways."

Sometimes a tired child drops from its place;
Its pallid hands are still, their task is done;
But ere the wheels have paused, the empty space
Has claimed another, and the mills go on.

"Oh, ye who fill the halls of State, give heed!
Give ear unto our cry for Liberty:
Strike off the shackles from our helpless hands,
Bind fast man's greed of gain, and set us free!"

—Kate G. Laffitte in September Watson's.

FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

Do not write on both sides of the paper. Some of the correspondents pay no attention to above instructions.

Editor Railway Conductor:

The burning question; how shall we relieve our indigent Brothers is one that has confronted us for years and will continue to confront us as long as we live. Its solution can only be approximated. We cannot solve it utterly, but we can approach it.

Let us come as close to it as we can. How? We must give. How much? As much as we can afford, it's the only way. But in what manner? Some say by the purchase and operation of a farm. Others want a factory. There are propositions to secure automatic relief, if you permit the expression. To operate a farm or a factory so as to earn ten per cent on the investment requires a high order of brains, skill, industry, and last, but by no means least, training. You have brains and industry but you can't do this stunt, you have not been trained for it. You would have to go into the market and buy the trained skill. Are you competent to do this? When you have attempted it and the business don't yield ten per cent, can you say just why and make the needed changes? You are all right, you captains in the business to which you have been trained, but you can't run factories or farms. Of course you do not need to be told that undertakings like these do not mean the mere laying down of three hundred and fifty thousand dollars and the picking up of thirty-five thousand dollars every year, with certainty. Do you know that there are millions of money eagerly watching for investment in any manufacturing concern that has demonstrated its power to earn ten per cent on the investment? I know there is because, for the last fourteen years I have been in close touch with men of large affairs. If you are willing to be convinced by the testimony of capitalists and bankers, go to them.

We have no farm, we have no factory and I feel that we should have none. We have that which is surer and better than farms or factories. We have nearly forty thousand conductors whose hearts beat in unison on this blessed question of help for our needy brothers in the Order. From the able

hands and willing hearts of these forty thousand true Brothers we have, for years, derived more than ten per cent of three hundred and fifty thousand dollars—more than thirty five thousand dollars per year. And we have not even felt it. A small fraction of a cent per day from each conductor. No wonder they don't feel it. If each one gave one cent every day for a year would they feel it? Yes, they would. It's too much to insist upon. But look at the magnificent sum which such generous giving would produce. How weak we were before our organization, and how poor! How strong we are as we stand united, and how rich! How proud we could be if we could say, "The Order of Railway Conductors has in the past year given to its needy members the sum of one hundred and forty six thousand dollars and the end is not yet."

Now don't come back at me pointing to the numerous concerns that are paying shareholders more than ten per cent unless you can, at the same time, indicate those that have failed, and tell us why.

Let us now consider the matter of a Home, supported by contributions. We call it a Home because it has grown, by common usage, to be called such. But it is not a home in the true sense and meaning of the term. We call it a Home because we like to think of it as such and would make it a home if we could. Shall we abandon it? No! Whatever you do don't do that. Every county in every state has a home for its poor. Call them by what name you will, you cannot change their attributes. You all know of the institution at Highland Park, Illinois. It serves its purpose well in affording a refuge for those who are unable to live by their own efforts and who have no homes, nor any ties that bind. Most of the inmates of such places would be unable to manage their own support if given three times the amount it costs to keep them where they are. Cover their frailties and their weaknesses with the mantle of charity and make for them a place to lay their heads. I believe

there is room for more at Highland Park and I see no reason why we should not continue the Home there in the same manner as now.

The Relief Fund of our organization is for another class, a larger class. I refer to those who have wives and children; men to whom home is the dearest spot on earth, humble and poverty-stricken though it may be. They would not give up its associations and the dear ones it holds even though starvation stared them in the face. Is it not worthier to aid in preserving a home that is a home in all that this sacred word implies, than to offer food and shelter at the price of its breaking up? It is not necessary that the Relief Fund should supply in every such home all that is lacking for its support, but only so much as will, when added to what is there already, keep the home from dissolution, keep it intact, revive its hopes, insure to our Brother, who once helped maintain it, the tender care which homes alone can give. Preserve him to his wife and children that he may still be a guide and counselor to direct and bring up those for whom he can no longer earn money. It is this preservation of the home that makes our country great. Our organization has done much in a few years to add to the homes of those among us who have met success. Is there not enough to spare for those who are falling by the wayside? Let us have a Home like that at Highland Park for those who can know no other. But for those others let there be homes—real homes—and to us will belong the blessedness of preserving them.

Some men in their strength, cry out against the weak and will do but little for them because their weaknesses and improvidence have brought them low. There may be a certain kind of justice in this, but it is hardly right and fair to let him and those he has failed to provide for fall if a little charity for his faults and money for his needs will prevent it. Ask what is needed and give it without enquiring too closely as to how he came to want. It should be enough to know that this is our Brother and that he is in distress. Let us be his true Brothers.

I am in favor of increasing the amount of assessments for the Relief Fund.

Brother M. T. Beshear's heart is in the right place. He wants to help his Brother. He wants to put every member of the M. B. D. and every member of such Brother's family beyond want and out of the reach of charity. He wants to do this by paying for "all kinds of disabilities." Those who attended the Grand Division regularly twenty and twenty-five years ago, and many who did not, will remember that we attempted to do that very thing and we soon saw that to continue it would break up the M. B. D. We discovered that insuring was a business and could not survive unless its undertakings were such as sound business policy would dictate. We propose to be benevolent in other ways. You can't mix business with benevolence. That is not saying that a business man cannot be a benevolent man. Brother Beshear admits that we have "the cheapest insurance of any order in the world." He might have added, and the best. This is true. Why? Because we don't bite off more than we can chew. But for the sake of argument let us suppose that

we do as B. asks. He says, "This will enable them to prepare a home for themselves." What does he mean by that? Does he mean that a man can support a family on \$3,000, or even on \$5,000? Does he claim that one man can make a living for himself alone with it, without touching the principal? I should like to see his plan.

A man who is totally disabled cannot very well embark in ventures even if he has fine abilities and good training. It looks as if the wisest course for him is to loan his money on approved security. That means five per cent. Now at five per cent. \$5,000 will yield exactly \$250 per year. Twenty dollars a month from a Relief Fund gives exactly \$240 per year. And yet Brother Beshear says we don't need the Relief Fund. How about those who have no insurance and can't get any? Don't they need this fund—this that you call a "petty fund" Brother Beshear! Now, Brother Beshear, you invite us not to be afraid to "spit out what we think." You say "the fund is all right as long as the Brother lives." Well, I will admit that he won't need it after that. But that is not what you mean. You say again, "when he passes away then what follows?" Well, I don't know, Brother Beshear, but if he has been a good O. R. C. man I have hope that he may "share joys eternal in heaven." If you mean what will become of his family I must say that I don't know that either. But I have hope that there will be something coming to them from the M. B. D. Then he will have had relief, (perhaps not ample support) from the fund while he lived and after his death his family will secure the result of his benevolence in insuring his life for them. You ask, "What if he drops out from non-payment of dues?" In another part of your letter you declare it to be the duty of his Division to provide for his "widow and little ones." Now, Brother Beshear, if this is so, don't you think it is equally the duty of his Division to see to it that a totally disabled Brother don't "drop out" for failure to pay money—just a little money—that he is too helpless to earn? Don't feel hurt at anything I have written here. I have only responded to your invitation to "spit it out." There is no venom in my spleen.

Happy Hooligan seems to be unhappy because the Relief Fund don't go far enough and because the Home is not supported by compulsory measures—by laws which raise the price of membership in our Order—rather than by appealing to the generous impulses of men. He calls it begging, which perhaps it is, in a certain sense. But not in the sense of being a beggar of alms, to go about with hat in hand—ashamed. No. The *best* way is to support the Home by spontaneity; by voluntary contributions. The Home should exist, but let us not resort to taxation until the better means fail. "Happy" says he would "prefer to have his wife see him go to the Home rather than try the \$20 per month experience." How does your wife feel about that Brother Hooligan? He agrees that the "Relief Fund is fine as far as it goes." So we are not far apart after all. It don't go far enough. It never will. Make it bigger—make it go as far as possible. We cannot afford complete relief in any case but we are helping some and will, I believe, help more. "Happy" asks how did

Brother Miner's wife pay for all the necessities he describes? Well, the question scarcely forms an argument in this case. It does, however, show that the fund should be made larger. I will ask a question or two, myself. Would it have helped that family to have taken Brother Miner to the Home? Would it have made that family happier, or more unhappy to have done so?

It will be some time longer before the Grand Division sits and there are some things that should be threshed out through the CONDUCTOR so that they may be quickly disposed of at the proper time. I have felt a call to write this paper and I hope many of you will feel a call to read it.

Milwaukee, Wis.

NORMAN WATKINS.

Editor Railway Conductor:

You have no doubt heard of the saying, that "Fools rush in where angels fear to tread," but as I have already "rushed in" I am enough of a "stayer" to see it through, and thusly you are again afflicted.

I believe I alluded to my early education along in the 70's, trying to keep a "hay-burner" hot, and my next step being on the right hand side of a switch engine, I learned to work both ways, and back up on signal, and I now have received a sign to back up, so here goes. In my figures as to the probable cost of transportation for Grand Officers, I must have got my decimal points mixed, for it appears that the present Grand Officers' mileage for the year, at three cents per mile, would only amount to about \$4500 instead of the \$40,000 that I had it. Still that is quite a tidy sum to provide for, if necessary, and with this off my mind, I am going to elaborate a bit on my idea of the saving of expense by cutting down representation to the Grand Division, as well as lengthening the recess of that body.

They say that "There is nothing new under the sun" and I do not take the credit of this idea to myself" or "flattering unction to my soul," for I really get the greater part of it from a much more competent Brother, but his ideas chime in so well with my own that I am giving you his words almost verbatim:

Enact into law a provision that as soon as practicable or required after the meeting at Memphis, the Grand Officers are empowered to divide up the Grand Jurisdiction into Districts comprising approximately, and as near as practicable, one thousand members. Each having, of course no reference to either state, territorial, or Provincial lines, but on the other hand endeavoring as much as possible to get territory having comparatively similar conditions, and in no case dividing a Division, and possibly in some cases, allowing for future growth. Then at the regular Division election, let each Division in such districts elect a District Delegate, and at an early date in the following December, have these District Delegates meet at some centrally located Division's hall, (These meetings could be rotated if thought desirable) and with their local matters, thresh them out, and such as could not be equitably or adequately adjusted by them, could be referred either to the Grand Division, its Jurisprudence Committee, or during recess, to the Grand Officers, and then, let these same District repre-

sentatives, locally selected as being the best men, select from among themselves one who should represent the District in the Grand Division, and thus not only cut down the expense of the Grand Division nine-tenths, in numbers and expenses but also provide a body that I think no fair minded Brother but will concede as thoroughly representative, and of a size that can, and in all probability will, do better legislative service, for several reasons, the very first of which is: that there will really be a representative from each locality, and one who by this second choice ought at least to be the very best man, then considering the experience of the past, there will still be as many as there generally is that take an active part, and last, it will be easy to get a suitable place to meet, which it is not at present. Let each local Division pay its own *District Delegate*, probably not amounting to more than one trip off and expenses, say at the outside, \$20.00, for they should get through in one day and certainly would in two days. Then there would be no charge for pay of G. D. Delegates from present practice.

Considering this disposed of, I only wish to add a suggestion of my own, that if thought desirable, these District meetings could be of the "Union" kind, as far as our general membership goes, and thus foster the fraternal spirit, which is too generally overlooked, but which could be with much profit given more attention to, though probably its lack is more marked in large places.

On the line of Past Grand Chief, E. E. Clark, recommend for triennial Grand Divisions, I, and I think all but the excursionists will agree with him, and I am even prepared to go a step farther, and advocate Quadriennial Conventions of the Grand Body, and the corresponding length of terms of office of the Grand Officers. And by the way, Division 44, had no very good material, and also were generous and wanted me to have a pleasure trip so you can look for me at Memphis, with my woolly western ideas, though I have no idea of being heard except at roll call, which is one of my reasons for boring you now, and wanting you to think how much good we could do with this 90% saving, and that amount doubled if we only had the expense of meeting every four years. Why we could please a lot of the Brothers, about a Home, A Fund for Disabled or Aged Members, or even buy a nice piece of ground in Cedar Rapids, and soon build our own home upon it. How does it sound Brothers? Another wrinkle that I have in my brain is, that while I usually have the greatest respect for our older members, and those who have been our law makers, there is one thing that they have done that I fail to see the justice of, or where only that which is right and fair comes in, and that is, Section 70, lines 7 to and including first word of line 15. Talk about "Gold Bricks", this is certainly not one. No, it is highway robbery. That is what it is. Tell a man that he *must* pay for something, that you at once tell him you will not do for him. This may "start something". I sincerely hope it does. It never was right, and as we are getting more and more men every (day I was going to say, but will modify) year in yard service, it is wronging just that many more men.

And by-the-way, my cure for it is not in letting them out of it, but in making them pay it, but at

the same time putting ourselves in a position by amending and striking out the latter part of the paragraph, to give them something to pay for. I have thought for a long time that this exclusive idea would tend toward retrograde, and I am more than ever of this opinion. Get rid of this "I am better than thou" idea, for I am not, and never was or will be. I recognize that all bodies must be governed, and by laws enacted, have constitutions and live up to them, but look at the constitution of our beloved and incomparable country, conceived and established for what? The greatest good for the greatest number. Has it not been found advisable to amend it? I guess so. Conditions, men, and in fact everything is subject to change, and it seems to me that I heard when I was little that a long time ago, a people that *did not* recognize the "hand writing on the wall" paid the penalty and while I am no prophet, and do not wish to be called a raven, or croaker, it does seem to me that it is a patent fact that if we do not protect our members no matter what their position or service, that we will not long have them to protect. However, if you cannot give them bread, do not ask them to pay.

A last "jolt" and I will let up. Keep on thinking my Brothers, of the Mutual Benefit Department, about "extended insurance" for the member who has paid in a number of years, and then forgets to remit at the exact time. If it is good business policy for the big insurance companies, it is good for the members of this Order. And by-the-way, why not do a little accident or indemnity biz? If it is good for money making, why not as a Brotherly love act?

Think these things over, Brothers, while getting over the holidays, which I certainly hope you all spent pleasantly.

F. D. ELLIOTT.

Denver, Colo.

Editor Railway Conductor:

While it is not my desire that the product of my pen should ever appear upon the pages of the RAILWAY CONDUCTOR as representative of Division 152, I recognize the fact I must serve as best I can in accordance with this one action of my Division. This comes to me along with many others to help make up the trials of life that daily confront me. I shall not murmur, but will console myself with this one thought that with the proper perseverance and industry I shall be equal to the occasion. The best of people will now and then meet with such trials, for we are told they are inherited by mortality. It is, however, the better philosophy to take things calmly and endeavor to be content with our lot. We may at least add some rays of sunshine to our path if we earnestly endeavor to dispel the clouds of discontent that may arise in our bosoms, and by so doing will more fully enjoy the bountiful blessings that God gives to his humblest creatures. Without trials we cannot guess at our own strength—none of us can learn to swim by laying on a table, to learn to swim we must get out in the deep and buffet the surges. A certain amount of opposition is a great help to a man. No man ever worked his passage anywhere in a calm. Let no man wax pale, then, because of trials; trials are what he wants and must have to be good

for anything. Hardship is the native soil of manhood and self-reliance. To believe a business impossible is the way to make it so. How many feasible projects have miscarried through despondency and been strangled in the birth by a cowardly imagination.

Now then, in this, my first epistle to THE CONDUCTOR, I shall dwell mainly upon one subject and trust it will eventually redound to the good of the Order, and I sincerely hope that none of my good Brethren will become offended at what I may say. I only hope that they may receive it in the same brotherly spirit that it is written. If I, in any way shall offend any of them it will be an error of the head and not of the heart. "Home stayers and non-doers" shall be my subject on this occasion and as it is the beginning of the new year I trust it may arouse some at least to a fuller realization of their obligation, and be the means of making them see the importance of assembling themselves together at their respective Divisions on meeting days. Shop members is a name that can be rightly applied, I think, to these home stayers and donothings, and I think every Division should employ an up-to-date overhauler for the purpose of looking after these members that have been shopped so long. Make repairs, if necessary, and put them back in service with the new schedule for 1907. If something isn't done in this direction soon they will be so rusty and old when they do get out, we won't be able to find on them a good, sound place to tack a bad order tag. This thing of staying at home on meeting days is seriously wrong, and nothing but a habit, and a very bad one too. Few people form habits of this kind deliberately or wilfully, but glide into them by degrees and almost unconsciously and before they are aware of danger the habits are confirmed and require resolute and persistent effort to effect a change. Be not slow in breaking off a bad habit, a quick, courageous resolution is far better than a gradual deliberation. Whatever be the cause it is an established fact that we are much influenced by habit and it has an effect upon our pleasure, upon our action and even upon our thoughts and sentiments—habit is no man's best friend or his worst enemy; it can exalt him to the highest pinnacle of virtue, honor and happiness, or sink him to the lowest depths of vice, shame and misery. No man can live to himself, the threads of a net are not more surely knit together than man to man. We may forget this secret, silent influence but we are exerting it by our deeds, by our words, and by our thoughts, and he is wise with a wisdom more than that of earth who seeks to put forth the best influence for good. Attend your Division meetings and you will be a light to illumine, stay at home and play the part of a donothing and you will be a tempest to destroy. Your sphere may be contracted, your influence small, but a sphere and an influence you surely have. Arouse yourselves, shake off this wretched and disgraceful habit of the donothing if you have been so unfortunate as to incur it. Go to work at once and with a vim; do something, most anything rather than to continue in dependent and enfeebling and demoralizing idleness. If you can do nothing else just be present at your Division on meeting days. You are not ashamed to do this; if so, your shame has

been very slow in manifesting itself, seeing how long you have been acting the part of a donothing without shame. Don't let it be said that it is laziness on your part, because laziness grows on people—it begins as if in cobwebs and ends in iron chains if you will be nothing just wait to be somebody. That man that waits for an opportunity to do much at once may breathe out his life in idle wishes, and finally regret his useless intentions and barren zeal—a young man idle, an old man needy. It is said that pride and poverty are inconsistent companions, but when idleness unites them the depths of wretchedness is complete. Leisure is sweet to those who have earned it, but burdensome to those who get it for nothing. There is a great work for us all to do, a deep and earnest life work, solemn, real and useful, it is no idle game, no farce to amuse and be forgotten; it is a fixed and stern reality, fuller of duties than the sky is of stars, and so long as it is the voice of duty calling us, let us heed it and gird ourselves not only for our presence and work in our Divisions, but for every good work that is before us. Let us set a high price on our leisure moments, they are sands of precious gold, properly expended they will procure for us a stock of great thoughts, thoughts that will fill, stir, invigorate and expand the soul. Perseverance is the virtue wanted. A lion-hearted purpose of victory. It is this that accomplishes whatever is great, good and valuable.

We are told that perseverance built the pyramids on Egypt's plains, erected the gorgeous temple at Jerusalem, reared the seven hill city, opened a highway through the watery wilderness of the Atlantic, leveled the forest of a new world, and reared in its stead a community of states and nations, it has put in motion millions of spindles, harnessed thousands of iron steeds to ten times as many freighted cars and set them flying from town to town and nation to nation, it has whitened the waters of the world with the sails of many nations, and navigated every sea and explored every land. Now dear readers, in conclusion let me impress you with this fact, our success depends upon our persevering industry. Though the earth quake and the heavens gather blackness, be true to your obligation and yourself, fear not nor doubt of the result, victory will be yours.

Wishing each and every member of our Organization a Happy and Prosperous New Year, I close with this one thought, bear it in mind,

To him that overcometh
God giveth a crown,
But to him that Burns it
The devil holds down.

Richmond, Va.

JAS. W. TIGNOR.

Editor Railway Conductor: Happy New Year!

Ha! Ha! Ha! Roads dry and dusty, not snow enough in the valley to (snow) "ball you out." Who can beat Colorado weather? As your official (?) position ends with this (last) day, week, month and year we thought it time to awake from the long slumber, turn over a new leaf—and write a few scratches thereon—to inform the members and general public of the fact that the last remnant of the Tamale family is still in the land of the living and not dead but in the more common way of

expressing it, been in the "hay" or "sand" or what the unwhiskered student might term "on the spot." Yes, our silence has reigned supreme in literary circles the past annum, but as our worthy assistant, Brother Elliott, has been doing so nicely, thought best to let well enough alone. However Brother E. is still on the extra list, but first out for a regular job. He holds more offices than any one man in the Division, being Secretary, delegate, correspondent, sick committeeman, stenographer, chief griever for our neighbors (the Ladies' Auxiliary) and still Brother Willard says we ought to hang a few more duties on him in order to keep him busy.

Well, Brother Editor, we have't much to offer for the good of the Order, or anything else, as we have been in the shade so long and by a busy night office shut out from society so long we are somewhat handicapped in moving, as our "packin'" is somewhat ancient and needs some good "oil-head" who is handy with the "can" to squirt a few squirts on the rusty spots and loosen up a few bolts with his trusty monkey wrench weapon, that some of them (not all) hold so sacred, and especially about leaving time, or when about four five minute crossings are blocked behind them and you are anxious to escape the wrath of six or eight officers of the law, ten thousand howling "Dagoes," "Sheeneys," cabbage merchants, teamsters and others. In fact our old frame needs a general overhauling.

Regarding Division matters, we can say but little as we rank at the head of our class, commonly called "non-attendance", but, however, when we do chance to get in an odd Sunday, we hear some good things about raise of pay and many other things to better the condition of the fraternity, and then when we hear the mild faced student talking new schedule "on the side" and how many "bucks" or "cart wheels" he'll make during the stock, coal or passenger season, and hear some old patriarch tell him he'd better wait till the rush is over and he won't use up so many lead pencils in his calculations. Bob Saw-by Johnny Oldhead is an older man and may take a notion to "bump" him. Putting all these things and what we can catch on the fly together, we judge there must be something doin' in Division circles, to get these good schedules.

Brother Jim Costello, of Lisbon, O., made us a hurried call on his way home from Nome, Alaska, where he has quite extensive mining interests. We never had the pleasure of getting well acquainted with Brother C., but he is an Order man, body and soul, and a polished, intelligent gentleman beside. He had something rich and rare in the way of an O. R. C. gavel made of ivory (handle and all) with O. R. C. in raised gold letters, the gold coming from his own property in Alaska. This gavel, says Brother C., will open our next Grand Division at Memphis.

Our Division meetings are affected with that dread disease, non-attendance, and the same plague prevails in most all Divisions throughout the country, according to reports in THE CONDUCTOR, and many times we wouldn't have enough members to open a 40 cent "jack pot" were it not for "Veritas," and faithful old pushers who know that good attendance is the best invigorant (if shaken before taken) known, to create interest, enthusiasm and

vigor in any order, but it seems our members (yours truly included) don't "take their medicine" as directed.

As time glides swiftly by, we note with sadness how many of the old rank and file when "we were boys" together have been put on the "slow board" (retired list) or wiped off the slate altogether, or to make it more plain, been taken out of service by He who reigns supreme over all, and altho' young blood is being rapidly injected into train and yard service, there are a few—quite a few—old patriachs left who wheeled the mud to build many of our western railroads, and tell their tales of trials, tribulations, hardships and dangers endured that

life of today is like heaven compared with the days when Sam Stewart, Bill Hinkley, and Billy Ogden (we have been there, too) and many more took the studential obligation to manipulate the brake rigging of a passenger or freight train with a yard of hickory pick handle or any old stick of same dimensions, as their best friend, but the student of today kicks because he has to couple the hose and wear off the soles of his trousers listening to Mr. Westinghouse making the stops and holding down the slopes.

Wishing all a Happy New Year with a promise of a better letter next time will sign,

Denver, Colo.

HOT TAMALES.



GENERAL COMMITTEE OF ADJUSTMENT FOR P. & R. RAILWAY

Seated left to right—Thos. Fardy, R. J. Kautner W. L. Eisele, Ch'm.; J. O. Steiger, Vice-Ch'm
Standing left to right—G. W. Morrison, M. Clair, J. W. Moyer, G. F. Schomacher.

the meek faced tourist might repose on velvet cushions and view our gorgeous mountain scenery through the polished windows of a Pullman palace car, and made it possible for the shipment of an occasional train load of "Japs," "Dagoes" wall-eyed "Chinks" and other trash, to take the place of the poor old "Jerry" miner, and day laborer. The foreign emmigrant may not do much damage to us old heads, however, but it don't look good for our children or our children's children. But in speaking of all the "student" or young blood, we can only say we had our day, so let the kids go to it, but student

Editor Railway Conductor:

It has been some time since Indianapolis Division 103 has been heard from. I will get busy and give the Brothers who have time to read the CONDUCTOR an idea of how we are progressing. We have on our roll three hundred and twenty-five members; and have several applications for membership, which is "going some."

The annual election of officers was held Nov. 4th.

The Division in conjunction with the Ladies' Auxiliary held a public installation of officers, and

in addition to installation exercises, an elaborate program was provided.

Brother J. H. McClintock officiated as installing officer and Brother T. J. Maidens as marshal. The two made a team, which was certainly up to "snuff."

The Ladies Auxiliary favored us with a display of its beautiful ritualistic work, with Mrs. Cora Joslin acting as installing sister and Mrs. A. D. Crull as marshal.

Brother Walter Copsey, Division 79 and Brother W. T. Brown, Division 92, was with us and made pleasant remarks. After spending an enjoyable evening we proceeded to adjournment, singing "God be with you 'till we meet again."

Indianapolis, Ind.

J. D. P.

Editor Railway Conductor:

In reading the CONDUCTOR, I have noticed the absence of letters from any points in Canada, and at this season of the year when we are all more or less generous, I thought a line or two from our section might be of interest.

I have read with considerable interest the question of the Home for old railway conductors, and think the remedy for events of this nature would be fully covered if our Relief Fund assessments were semi-annual or for four times the amount, say for about \$4.00 per year.

The Order of Railway Conductors is in a flourishing condition, but is sometimes falsely misrepresented for the tribulations that befall some of its members. In accepting bribes no one but the individual, who accepts such bribes is responsible, and no one should be blamed but the acceptor. If our members had the manliness to say "NO" when temptations assail them, they could remain in the employ of any railroad company for a long time.

The men of the C. P. R. system are being polled for their vote on the question of increasing the salary of the General Chairman. He is a worthy Brother and the members in this section hope that his salary will be increased.

A few words in connection with the duties that members owe to their Officers and to the Organization as a whole would not be amiss. We see fit to elect certain members to hold certain offices, and then we consider our duties completed. This, to my mind, is decidedly all wrong. I can see no reason why there should not be a larger attendance at the Division meetings to help the officers settle important business in connection with our organization.

The matter of assessment for the salaries of the members of the General Committee, as arranged the last time the General Committee was convened in Montreal, worked out highly satisfactory to the Grand Office, as well as the individual members of the C. P. R. system lines east of Port Arthur. If it is not constitutional, the sooner our laws are amended so that committeemen could receive their salaries just as promptly from the Grand Secretary, as they do from the railway companies, viz., each month, the better for all concerned. But why should they stay in session some two or three months, incurring large bills of costs, has always been a conundrum to me. It occurs to

me that our constitution should have a law giving the Grand Officer authority to ask these long-winded Committeemen for some explanation of their lengthy sojourn at Montreal or Winnipeg. In these days when the cost of living has so materially increased, ours is the only organization that presumes to take its conventions and General Committee meetings to places where large hotel bills are *de rigueur*. Would it not be more consistent if we were to hold our meetings in smaller towns or villages, where the attractions are not so great?

It might have a tendency to bring the meetings to a close in about half the time it now takes in large, attractive cities. This would lessen the costs to the Order of Railway Conductors in general.

In the event of the need of the General Committee to meet the officials, it now seems impossible to arrange a definite date for the meeting. Would it not be advisable to have a certain day, set in advance, with whatever officials it is found advisable to transact the business. It would save time and curtail any unnecessary expense. Our organization has grown to such proportions as to demand courteous and immediate consideration from said officials.

The increased membership of our Order on the C. P. R. system, has by this time, I hope, quite convinced the Grand Division that they made no mistake when they appointed a Deputy Grand Chief Conductor for Canada. The membership on this system has increased to such an extent that the assessment levied on the members has been reduced by half in the payment of the salary of the General Chairman, which is, to my way of thinking, as good an argument as could be used for the continuance of the policy of having a hustler for a Deputy Grand Chief, not only in Canada, but in some of the neighboring states.

It is to be hoped that Divisions located in the Dominion of Canada will at an early date forward resolutions to their legislative representative at Ottawa, condemning the proposed McLean bill, in so far as it relates to the sale of railway tickets by the public in general. This would have a tendency to place more temptations in the pathway of the passenger conductors, and increase their tribulations in so much as one half of the tickets sold by scalpers have to be turned down by the conductor, causing trouble to both the traveling public and the train official.

Divisions 345 and 17 will hold their annual ball on January 18th, 1907, the proceeds from which will be tendered a sick Brother, and for this reason the free list has been entirely suspended. To our neighboring Divisions, who have been in the habit of receiving courtesies in the shape of complimentary tickets for this function, no further explanation is necessary.

CYNIC.

Toronto, Can.

Editor Railway Conductor:

There has been a Division of the O. R. C. at this place for nearly 18 months and in all my readings of the CONDUCTOR I have never seen a line from it—Division 480, so with your permission I will make an attempt and I hope this will wake our correspondent up and cause him to let us hear from

480 at intervals at least. We have just had an election of officers and the selections I think, with the assistance of the members, will make us a good set of officers, for it doesn't make any difference how efficient a man may be, if he hasn't the assistance and attendance of the members, he can do nothing. I think all our members go to the meetings when they are in town, but our membership is not large enough to always insure a quorum, which handicaps us a great many times and our Division is in a prosperous condition as we have a little work for "Billy" once in awhile, and I don't think we have but very few on our division who are eligible who are not members. Business is very good on the Beaumont division of the Santa Fe as it always is when we can get cars and quite a few of the Brothers are experiencing a little trouble in getting off for the Holidays, and if there is any Brother that is not employed and cares to come to south Texas he can perhaps, find employment here and I will insure him courteous treatment, for our superintendent, trainmaster and assistant trainmaster are all perfect gentlemen and I don't think there is a member of 480 who will turn the lapel of his coat inside when he sees an O. R. C. button. I will hush for fear this will never appear in the CONDUCTOR but if it does I may come again with something of more interest to us all, so with another appeal to the Brothers here and elsewhere to attend meetings more regularly and wishing our Order a prosperous year and that every conductor will prosper and be happy individually.

Silsbee, Tex. Jack.

Editor Railway Conductor:

I see from our Journal the agitation for a Home waxed warm. I for one have always advocated a scheme of this kind, wrote my views on it four years ago. Now I honestly believe if every Brother will do his duty and set all selfish motives aside he will approve of anything that will help his less fortunate Brother. Every member of our Order who knows anything about our insurance law knows they should be amended—Take for instance Brother Tom Love of Division 103, Indianapolis, Ind., anyone who knows of his case I am sure will admit that he should have received his insurance in full years ago. All those things and cases like them of which there are many, keep others out of our order. What the people want nowadays is, something they can realize on while they live. Now while I do not profess to know anything about insurance laws it does appear to me that when a member in good standing has paid up for 15 or 20 years he should be able to realize something on his insurance policy. Say, for instance, we make it on the 20 year endowment plan. I certainly agree with Brother Osborn on the Home question, this is something we are sorely in need of. If we cannot get our insurance let us have a home by all means. I don't think we would have any trouble in getting all the land we would need for years to come, donated as an inducement to have us locate. Say, for instance, we would get 500 or 1000 acres of land, then go to work and put up your cottages with so much land with every cottage. In this manner the thing could be easily made self-supporting or very nearly so at least. Then plot out your town

lots and sell the lots. I for one will, if they are not too high, purchase one of them. I think the place selected should be in a mild climate and as centrally located as say Georgia or Tenn. Now let's do something good for the old conductors, this will tend to build up our Order quicker than anything else we could do—seeing is believing. Whatever we do, keep up the Reserve Fund and the Relief Fund, what would a little one cent a day hurt any man or \$5.00 a year. Just smoke one cigar less or take one drink less and above all don't be a kicking about the Grand Officers, they too, have their troubles.

Birmingham, Ala.

J. E. BERRY.



BROTHER C. J. DENNISON AND WIFE

Mrs. Dennison, in some way, fell between the coaches of a train, near Calhoun, Kans., on which they were passengers, and were going back to their old home in Springfield, Ill., for the holidays to visit parents and friends.

Editor Railway Conductor:

It has been some time since I appeared in the lime light, and my previous efforts were not such as would startle any of the readers of the CONDUCTOR and they failed to bring forth any great discussion.

I want to say a few words, or rather write a few lines, in regard to the subject which is causing so much argument in the columns of the CONDUCTOR, viz: the Home. I am not competent to take either side, for or against, as I have no statistics at hand showing the number of indigent conductors or the number who would want to take advantage of such an institution.

That it would be a grand thing for those that need it there is no doubt but is there enough to warrant so great an outlay of money? This must be ascertained before we begin to talk about building.

When any one begins to talk about doing away with the Relief Fund I begin to sit up and take notice. I think the Relief Fund one of the best and wisest of all the great things the O. R. C. has adopted. The amount of good that has been accomplished through this department is far beyond the expectations of any of the promoters of this great idea.

Some want to go back to the old laws and pay the policy of those who are disabled through disease or accident, to such an extent that they are unable to follow their profession as a conductor. To give it to him in a lump sum to do with as he sees fit. I do not doubt that the advocates of this idea are sincere in their intentions but I question the wisdom of it. As long as our Relief Fund will pay thirty dollars a month to indigent and disabled conductors, it is better than a Home or the giving to them of their insurance. Give the average conductor who has been living on a salary of one thousand to fifteen hundred dollars a year the sum of three thousand dollars and how long will it last? Not a great many years, where there is no income. Let him invest this money in business in competition with men who have been schooled in business for years and how many of them could realize twelve per cent?

The Relief Fund, thirty dollars a month, would equal twelve per cent and leave three thousand for the family should he be called by the Supreme Grand Chief Conductor.

If the insurance is two thousand or only one thousand with how much more force does it apply with its eighteen or thirty-six per cent? All of this without taking into consideration the benefit derived by the Brother who is not a member of the Benefit Department.

If the members wish to increase the Relief Fund I am heartily in favor of it. In making assessments for any cause let us always remember that worthy Brother who has been unfortunate, lost his position as a conductor, and was forced through circumstances to accept a less remunerative situation—he is the one who feels the extra burden be it ever so slight. While we more fortunate should not feel too much inflated by our success in obtaining an increased wage.

As to the changing of Section 63, of the statutes, it reminds me of the saying of an old brakeman of mine, who is now a member of the O. R. C., when a controversy would come up in regard to rules, he would say, "A little good, common sense will knock out all the rules on the timecard." That will apply to the interpretation of this statute.

Discussion of matters pertaining to the good of the Order is always to be encouraged, but discussion of political matters which are purely local where two sides are liable to become bitter towards each other and lead to hard feelings or even national affairs which would lead to same result should not be forbidden and for just such conditions this statute was framed. The religious part of it needs no comment.

One thing that appeals to me as being unnecessary and a great cost to the members is the matter of committees of adjustment being in session for so many days, weeks and months without being able to get a hearing. I know of one road which has

had a joint committee waiting two months for executive officers of a large railway system to find time to meet with them and adjust their differences. This meeting is costing the different Divisions of the organizations the sum of eight dollars a day for each representative of the committee and it runs into money, and big money at that, mighty fast.

Do you suppose that a committee of shippers, such as manufacturers, grain men or merchants would wait two months to get a hearing? I think not. There would either be something doing or they would disperse and go home. Do you think that there is any railway manager in the country who is so busy that he cannot, inside of two months, find time to meet with a committee? I do not think so, and think something should be done to curtail this expense.

We lose a good many members by failure to pay different assessments and when they come in bunches like the assessments for committee work that accomplishes nothing for so long a time, they get to thinking that the committee has been having a good time at their expense and get to grumbling, finding fault and finally allow themselves to be suspended for non-payment.

This should be remedied by making provisions for hearing at a certain date, then meet a sufficient time beforehand to form their organization, come to a perfect understanding, and be ready to do business in a business-like way.

The age limit is something that appeals to all of us and should not only claim the attention of the old members but the young one as well, for he must also get old and while we all know that youth looks at age as something remote and to be taken care of when it presents itself, it creeps upon the railway employe very fast, so fast indeed, that before he realizes the fact he is beyond the age limit. The age limit is set about where a man in other professions or business life is beginning to feel his best.

On account of the enormous business in this country at the present time all classes of labor, skilled and unskilled, are employed and the age-limit is overlooked or stretched to suit the conditions but with a decrease in business it will become more manifest.

What is the cause of the man past forty years of age finding that he is not wanted, it is not because he has lost his usefulness but because his time of usefulness is more limited.

The railways of the country are constantly looking for young, stout, healthy men for service in the transportation department.

Some of the larger systems have employment bureaus which are continually urging young men along their lines to enter the railway service. They are given a physical examination as rigid as though they were being examined for service in the United States army, then they are placed on trains "as students" to learn the business either as firemen or brakemen. Then they are given permanent positions as soon as they show a certain proficiency, if they make good, they are advanced, if not they are dropped.

The inducements held out are the good wages to be secured in so short a time. This has a wonderful influence in making a scarcity of farm help

which we hear of so frequently, for if a young man from the farm once starts "railroading" we all know that after a few years on the road he does not make a very good farm hand, for the fascination of the rail is upon him and he does not wish to return to the routine work of the farm. Then rather than give up the life of a railroad man, he will join the list of those who are constantly on the go looking for a job.

Here we see the result of the student system, if a good man loses a position through some slight error, when he looks for another situation he is confronted with a long list of students who are ahead of him and he must either go farther or start at the bottom of the list.

We must all, then, be careful and not make any mistakes, for the mistakes of a conductor are not easily covered up.

A mechanic makes a slight mistake in judgment or measurement, he may ruin the material he is working upon. A moulder may ruin a pattern or a casting, an office man may make a mistake in his accounts, it is discovered in checking up.

A doctor makes a mistake; it is buried, but a slight mistake by a conductor or trainman will be taken care of by the wrecking crew and the man making the error will be taken care of by the official investigation, and the responsible party is looking for a situation. He may have worked for years without making a mistake, he might never make another but some other road will have to ascertain that fact for the one which had employed him before will take no chances of a recurrence of this same mistake.

While his superiors may think he would give good and faithful service for another period of years, it would hurt the discipline of the road, consequently he will have to go. If the "Brainy Editor", "The Grammatical Proof Reader", "The Intelligent Composer", and the "Versatile Office Devil" can arrange this hash into readable matter, let it appear; if not so much more waste paper for the junk dealer. [We can do it.—Ed.]

It is a mighty big undertaking for any of us to try to fill the gap left by the departure of our correspondent "79". We not only miss him in the columns of the CONDUCTOR, but we miss him in the Division room. Division 79 joins in wishing our Brother success in his new position and hope that he may find time to visit with us occasionally.

Peoria, Ill.

"BIG FELLOW."

Editor Railway Conductor:

In the article by Brother F. D. Elliott, in the November CONDUCTOR, I find two points on which I beg to differ, viz.: the way he puts it in regard to a successor to Brother Clark, and his idea in regard to striking out the line showing occupation on our Division Card.

No doubt there are many who think that some other would make as good, or a better, successor to Brother Clark than the one who now holds the position, and the fact that he holds it by right of succession is no reason why he should be elected to the position, if there is another who is better fitted or would be a better head of the Order. What we want is the one who will best serve the interests of the Order of Railway Conductors,

first, last and all the time—let that be Brother "Smith", "Jones" or who ever he may be. I am not sounding the praises of any Brother, as I do not think the columns of THE CONDUCTOR a proper place for that.

In regard to the Division Card, there is no distinction; the Brother who is employed in yard service is just as good and entitled to the same consideration as the one who is running a passenger train, but, it is an open question with a great many, myself included, as to whether the Brother who has left the railroad service entirely should be granted a Division Card at all or not—it at least, should be plainly marked "NOT IN RAILROAD SERVICE."

Minneapolis, Minn.

A. P. STEDMAN.

The Hell-Bound Train.

Tom Gray lay on the bar room floor,

Having drank so much he could drink no more,
So he fell asleep with a troubled brain

To dream that he rode on the hell-bound train.
The engine with blood was red and damp.

And brilliantly lit with a brimstone lamp;

An imp for fuel was shoveling bones

And the furnace roared with a thousand groans.

The boiler was filled with lager beer,

And the devil himself was the engineer.

The passengers made such a motley crew,

Church member, atheist, gentile, Jew;

Rich men in broadcloth, beggars in rags,

Beautiful young ladies and withered old hags;

Yellow and black men; red, brown and white,

Chained all together, one horrible sight!

As the train dashed along at an awful rate

While death and demons pressed the race,

Wild and wilder the country grew,

And faster and faster the engine flew;

Brighter and brighter the lightning flashed

And louder and louder the thunder crashed:

Hotter and hotter the air became,

'Till the clothes were burned from each quivering frame,

And in the distance, there came such a yell

"Ha! Ha!" croaked the devil, "We're nearing hell!"

Then oh, how the passengers shrieked with pain

And begged of the devil to stop the train,

"My faithful friends, you've done my work

And the devil can never a pay day shirk;

You've bullied the weak and robbed the poor,

You've justice scorned and corruption sown

And trampled the laws of nature down,

You've drunk and rioted and murdered and fled

And mocked at God in your hell-born pride;

You've paid full fare so I'll carry you through,

For it's only right that you get your due."

Then Tom awoke with an awful cry,

His clothes soaked with sweat and his hair stand-
ing high,

Then he prayed as he never prayed before

To be saved from hell and the devil's power

And surely his prayer was not made in vain

For he never more rode on the hell-bound train.

Memphis, Tenn.

W. C. KOHNMAN.

Editor Railway Conductor:

The following donations have been received at the Home for the month of December, 1906:

O. R. C. DIVISIONS.			
93.....	\$12.00	339.....	\$12.00
215.....	12.00		
316.....	10.00	Total.....	\$46.00
L. A. C. DIVISIONS.			
41.....	\$ 5.00	181.....	\$10.00
84.....	5.00	195.....	20.00
103.....	5.00		
		Total.....	\$45.00

SUMMARY.

O. R. C. Divisions.....	\$ 46.00
B. R. T. Lodges.....	752.32
B. L. E. Divisions.....	36.00
B. L. F. Lodges.....	307.95
G. I. A. Divisions.....	155.00
L. A. C. Divisions.....	45.00
L. A. T. Lodge.....	3.60
James Costello, No. 270, O. R. C.....	1.00
From A Friend, B. L. F., No. 316.....	1.00
Members of No. 425, B. L. F.....	5.50
Alfred S. Lunt, No. 456, B. R. T.....	1.00
W. A. Gardner, Chicago, Ill.....	10.00
Howard Elliott, St. Paul, Minn.....	10.00
F. C. Ullman, St. Joe, Mo.....	1.00
F. J. Deems, New York.....	5.00
F. Ustick, Aurora, Ill.....	7.70
Miscellaneous.....	.36

Total.....\$1388.43

MISCELLANEOUS.

One Quilt from No. 259, G. I. A.
 Two Quilts from No. 349, L. W. T.
 One box of Canned Goods and Supplies from No. 366, G. I. A.
 One box of Cigars, from M. J. Condon, No. 83, O. R. C.
 One Box of Cigars from McGinty & O'Brien, Chicago, Ill.
 Cigars and Tobacco from L. A. C. School of Instruction at Chicago, held in October.

Respectfully submitted,
 Highland, Park, Ill. JOHN O'KEEFE,
 Secretary-Treasurer.

Editor Railway Conductor:

Monday, December 5, there was a proposition which came before Division 55, that sooner or later will result in a reality. One Brother, Jerry Quinn, is the originator of an O. R. C. accident insurance proposition to be brought before our next Grand Division meeting. There are numerous reasons why an accident insurance will be successful. First, every Brother will be an agent without material cost or premiums for such agency but we will get it indirectly by the eventual reduction of the cost. Of course there must be a graduated scale to be successful for the Brothers who are switching and those who are braking and the freight and passenger conductors and the Brothers who are not employed in railroad service. The scheme is bound to be a winner and I am only surprised that the Grand Division has not handled this proposition long before this.

Arrangements can be made very easily whereby the railroad paymasters can collect the insurance assessments and return the same to the Grand Secretary for each Brother the same as those accident companies are doing now and such paymasters will do the work just as reasonably for us as for other outside companies and our Brothers, "Burlington" Smith and Quinn (who are the originators of the proposition) want all restrictions as to age cut out, which, of course, will be all right because there is actually no more risk to carry an old man than a young fellow who really runs more accidental risk than the old Brother, especially the conductor who has side stepped the usual accidents which befall a car hand.

I would like to see this accident insurance proposition published in the CONDUCTOR as soon as possible so that the delegates may have an opportunity to think about it and that the insurance experts may come loaded for the occasion and I expect no little opposition from the grafters who have been having such a fat time on our insurance these many years. And once this accident fraternal insurance gets a fair start it will mean the death of the grafters as all railroad organized labor societies will install an accident insurance.

Kansas City, Mo. P. T. GUILFOYLE.

Editor Railway Conductor:

St. Paul Division 40, held its annual election, Sunday, November 18th, 1906. The customary form of entertainment following our annual election of officers, was dispensed with this year, owing to the fact that quite a number of the Brothers are approaching the Oslerized period and need rest. The rest of us, with commendable magnanimity, decided that possibly to observe the usual form of hilarity, for which Division 40 is famous, might prove serious to those members, so we decided to diplomatically avert such a catastrophe, by advocating economy and contented ourselves with a "smoker" social, while business moved along without interruption.

We indorse Brother Welch's idea in regard to the Home as elucidated in the November issue of THE CONDUCTOR. The word "Home" is too frequently missapplied. Webster defines it as "One's own place." It should not be applied to institutions. Such places should be more properly called asylums. If there is any time in one's life when a home is appreciated it is when too many unfortunate Brothers are consigned to an asylum and this is especially pathetic when through no fault of theirs they are unable to provide against such an emergency. We are aware that this idea or system will not create offices and emoluments, but this is not the mission of the Order of Railway Conductors. This institution idea for the care of this one or that one is an inducement for many people to shirk responsibility as they find it more convenient to consign those whom it is their moral and Christian duty to care for, to the care of others and are more than willing to let others maintain and support the institutions.

We recommend an amendment to the constitution to meet the situation arising from the substitution of electric for steam power.

The only real conductor's order is comprised of

conductors in active service. Their occupation is one of responsibility and trust, a position attained only after years of apprenticeship. When this stage is reached he has naturally assumed other cares and responsibilities which make it doubly important that all unnecessary risks be avoided which would in any way jeopardize his position and it should be the duty of our organization to throw about its members every safeguard. He has grown older and many of us both in the freight and passenger service, would find ourselves up against the age limit (which seems to be the old black list in a new guise) and other obstacles.

There are other organizations of railway employees whose members do not carry or assume as much responsibility. The world is before them and the future gives them no immediate concern. These are junior organizations and there is apt to exist a spirit of unrest and agitation.

When a trainman is promoted to the position of freight conductor there can be no question but that his interests lie and will be more secure in the Order of Railway Conductors than in any other organization, and every effort consistent with the rules of our Organization should be made to induce him to join our Order. He has reached the last station but one to the zenith of his career: What folly it would be to jeopardize his position by taking useless risks.

Not many years ago, and possibly on some systems today, there were possibilities beyond the position of conductor. But for some reason it is no longer customary to recruit from this class of service for positions of higher responsibilities. This prejudice for which we may be in a measure at fault, may partially explain it, but that this will wash out if our organization fulfills its obligation is quite possible and vacancies created now and then by such promotions will help along the advancement of the freight conductor.

St. Paul, Minn.

D. E. HASEY.

Editor Railway Conductor:

I have read at different times in THE RAILWAY CONDUCTOR opinions of many correspondents referring to a Home for aged and disabled conductors, of paying them their insurance in full, that they could remain at home with their families and especially with the good wife that no doubt has made many sacrifices in order to keep the wolf from the door and keep the family together and make home as pleasant as possible regardless of her own welfare. If anything is done in this direction, I would say by all means pay the old, worn out and disabled war-horses their insurance. Although I am not interested in the Insurance now, having lost out about two years ago, being sick and bed-fast at the time and not able to fill out blank and remit, was five days late with remittance and it was all off.

My feelings go out to the Brothers who have insurance just the same, but I suppose this idea would be fought down by some of our younger conductors, the same as the age limit. It is very surprising that some will stand in their own light and not look ahead or think of the future—what may be in store for them as well as their older Brothers as the years roll by.

The age limit is soon reached and what then?

If they should lose out, no conductor has a life lease on his position. I consider a conductor a better man for a railway company after he has passed the so-called age limit than he was before. As a general thing by this time he has sowed his wild oats and is well educated on all old as well as new tricks and is more liable to work harder for the welfare and take more interest for his company as well as for himself.

I am of the opinion that the age limit could be handled with railway officials as well as increase in wages. There are many conductors out of service today for slight mishaps, false reports and so on, that would make good conductors, but have passed the age mile post. As long as a man can perform his duties as a conductor he should not be turned down without just cause.

Shake, Brother Welch, your letter in November issue has the proper ring. Hope you will keep the ball rolling.

I am one of the has beens of the early 60s, when wood burners and Armstrong brakes were in vogue, rear brakeman using grain car for caboose; \$35.00 per month; thermometer 20 to 25 degrees below zero.

D. L. ANDERSON.

Garrett, Ind.

Editor Railway Conductor:

Nov. 25th was regular meeting day of Lone Star Division, Dennison, Tex., and we had a fair attendance.

Visiting Brothers are cordially invited to visit us. We will try to make you feel at home. Our members are composed of men employed on the M., K. & T. R. R. running north into the Indian Territory, and south into Texas. We have about 150 members and some who are braking here will transfer.

By the way, I am not in favor of this compulsory transfer. I belonged to that grand old Division 1, of Chicago, for years, and I would have considered it one of the grandest moments of my life to be able to say, "I am a life member of Division 1, of Chicago." But no, it could not be, so I, obeying the will of a constituted majority, cast my lot with No. 53, where I shall do the best I can for the good of the Division and the Order of Railway Conductors. By the way, that reminds me—I hope to be in Chicago on December 31st and join with my old friends of No. 1 in conferring the life membership degree on some of the old members, also to attend the banquet which is a thing to be remembered for life. It will be like going home for Christmas.

The officers of Division 53, are, I think, as good as we could pick out of a lot of men and I hope the members, one and all, will lend what assistance they can to make next year a grand success. Come to the meetings, Brothers. Don't loaf around the streets corners and after the meeting is over, ask, "what did they do today?" Come up in the hall and do your talking. I notice that the men that are the best talkers on the corner after Division is over, very seldom say a word in Division room. Now this is not right; come to meetings and help us make this next year a grand success.

I want to say a word about the members of No.

53. We have some who have grown old in the service of the M., K. & T. and the Order. We make it a point to gather all of the eligible material into the fold, on the principle that it is better to have them with us than to have them against us. At our last meeting we had our last but not *least* addition to the Order—Big Boy Hopper, and as our caboose was not built for heavyweights, we had to dispense with some of the ceremony.

Our delegate, Little Bob Arthurs, who has represented No. 53 before, is all O. K. and if he is not able to attend, his alternate, Brother Big Mike Leonard, will represent us, so if we don't have the *short* we will have the *long* of it at Memphis, in May, and I hope whichever one goes, that they will reflect credit on themselves and on the Division they represent.

Denison, Tex.

SHANDY MCGUIRE.

Don't Complain.

When you get the "Shop-car" train

And your work is in the rain

You are making someone glad,

Don't complain,

Do not be a selfish mug

Always wanting something snug.

Check your conscience with a shrug.

Don't complain.

If special orders you receive

Mashed and torn,

Scarcely plain enough to read,

Don't complain.

Don't find fault and raise a row

And try to show "Dispatchers" how.

Don't show the temper of a cow,

Don't complain.

Let all things take their course you see

Right or wrong,

If the trusty "Grabber" jerks quite hard,

Don't complain,

Don't get mad and yell and scream

But, be patient and serene,

Dam your temper like a stream,

Don't complain.

If compelled to carry chains,

Long or short,

For these blessed "Shop-cars" train,

Don't complain,

You're well paid for what you do,

Show a sweet temper through and through

And if suspended a week or two,

Don't complain.

Harrisburg, Pa.

Mox.

Editor Railway Conductor:

Benefit 4186, Geo. W. Howland, Division 33, I am pleased to inform our members is not the Geo. W. Howland of Watertown, N. Y.; who was running on the old R. W. & O. in 1884, but is now running a preferred run Chicago to Danville, Ill., and is a regular attendant at Division 1. George has been to too many sessions of the G. D. and taken too good care of himself and at 65 *gets there* just the same. We are watching the Beveridge 16

hour law. It seems to be a necessity. This great slaughter of the youth of our country by the railroads must be stopped in the name of humanity. We are of the opinion that from his practical knowledge of, and being able to advise and recommend the way to avoid this great slaughter was one of the strong points that led our President to appoint Brother E. E. Clark on the Commission. Ed, it is up to you to make good. Last month I referred to legislation being necessary, the fact is greed on both sides, and I guess legislation is the preventative. Yet it must be enforced and no dead letter law.

I wish to call the membership's attention to *Watches*. Now I do not present any gold brick nor have I any for sale. Today conductors and engineers and all to whom the rule applies must provide themselves with "equal to 17 or 19-21 jeweled, American grade," etc. Now every 3 months go to watch inspector for certificate and every week for a rating and poor Mr. conductor on some roads has to serve time for failing to comply. Now as to the history of the watch on our American railways. Along in '81-'82 conductors were carrying Waterburys as the lowest and "First Grade Howard" as the highest grade. Time cards called for 5' for variation of watches and you were supposed not to use the 5' for variation, but we did just the same. Then the railroads put up the plea that the *public demanded* a reform in the watch question and 15 jewels had to be carried. Then certain roads said certain makes. Then Giles' magnetic shield, then the non-magnetic hair-spring, etc., until today you are all conversant with what is required. *Time* has been the cause of a great many accidents, and you see how easy it is to put the blame on the employe as it is his watch, his personal property that he uses to help operate the road that has failed him and the responsibility is shifted on to the employe. Experience has taught me that the main cause of failure of watches has been lack of care. The boys keep them out of the back shop too long, for care and especially cleaning and oiling. There seems to be a scarcity of good "watch tinkers," who can take a fine watch apart and clean and oil it without its acting crazy for awhile and if used to operate trains by makes the conductor crazy too, well if it results in an accident perhaps the conductor has a chance to join the "Dukes" "down and out club." The responsibility is on the conductor. Two years ago I had to lay aside my 15 jewels and hunt a 17 or better to comply with the rules and regulations.

There is where I learned how we conductors all over the country have been cheated in our watches. You can get almost any kind of grade of watch in Chicago, nickle cases cost 50c, 75c, and 90c, screw bezel back and front. I got a 21 jeweled Hampden in nickle case for \$20. Could have had a Bunn Special 21 jewels in same case for \$18. All last year the Chicago department stores were selling standard American movements, 17 jewels, in filled cases, for as low as \$10.00, and 21 jewels as low as \$18.50. Now, Brothers, these are different standard American watches. You ask any reliable jeweler what is the difference between any of the 8 standard Ameri-

can watch movements of the same grade and he will say, "All are alike." And he tells you the truth. Now if some road which requires a 19 jeweled watch of a certain make and you have a 19 or better of another make and the inspector turns it down, just send your watch to the manufacturer with a statement of the facts and let him and the road's watch department settle it. I'll wager one of the "Dukes" plug hats your watch will be O. K'd.

The output of our American watch factories is so great that they sell big lots to these department stores to get money to do business with.

I think the time has come when the railbad company should own, furnish, and keep in repair and care for all of the watches used in the handling of their business, the same as they do their engines. Then if they wish to run the "old girl" another round trip when she ought to be lain in for oil and repairs, it is up to them for the responsibility of what might happen. I believe any railroad company could go on the market and purchase a supply of 17 jewel grade American movements in screw bezel nickle cases for \$5 or less per watch. Hire their own watch machinist and bear the responsibility of their care, and hold the employees responsible for the use and abuse as they do their engines. I give our readers this view of the watch question as a factor in accidents, their cause and prevention, and responsibility for same, and not in the least as any reflection on our advertisers who are marketing their wares.

"Veritas" last month says, "we are not delivering the goods," and he suggests "Federation." Brother "V" you have a grand "Theoretical" idea. I wish you would outline a *practical* way to have it carried out. Brother "V" look at the Southern Pacific trouble at present (Christmas). It does not look good for your Federation idea. Brother "V" here is a sentiment I hear around Chicago. The railroad Brotherhoods are paying \$6000 per to each of their heads and the ranks want them to see that prosperity hits *the boys* and not have them fighting one another, and that there will be some changes made among the \$6000 fellows for "not delivering the goods." I think the same sentiment exists south of the Ohio river. Ye scribes, go for District Representation it has got to come for our future in the O. R. C. Pleasure trips will now have to be discarded for business trips. Say, Brother Editor, what has our G. D. come to; I have not been there since '91. I hear certain Divisions are appropriating by the \$1000 to further the election of their choices for Grand Officers. Fact! Brother scribes whither is the old ship *drifting*? Who is the Nelson?

Chicago, Ill.

"MURAT."

Editor Railway Conductor:

Long Island! Where is it? says a Brother Conductor from the far west. Long Island! where can that be? exclaims a Brother from the distant east, and the same is asked in the sunny south. Well, having been elected as "CONDUCTOR Correspondent" for Division 391, let me tell you what and where Long Island is, and what Division 391 is.

To begin with, Long Island is just 3 minutes

across the river from the only real city in America, New York by name and cosmopolitan by nature. What is Long Island and its Railway system? Well, the Long Island Railroad is composed of two parent stems and several branches, and the entire mileage is 334, and is equipped with the finest of rolling stock up to date in each and every particular. We have three hundred engines, and one hundred parlor or drawing room coaches, vestibule, the road bed of rock ballast and oil sprinkled, air brakes, coaches lighted with the Pintsch gas system heated by steam and above all operated and controlled by as fine a class of employers as any employe could desire. So much for the Island and the road we are employed on. And then it behooves me to speak of Division 391. The Grand Officers of our Order know what we are and how we are prospering.

We are about to initiate our one hundredth member and when we get together we certainly enjoy ourselves; our first disruption is yet to occur. We have been running dinners for nearly a year and all the delicacies of the season are served and then comes some kind of an entertainment for the members and a jollification takes place every six weeks. I hardly think there is another Division of our Order that has better times than 391. Now some one may ask, how does the treasury stand it? Let me say that it costs the Division nothing, and then some may say the getting together of the funds must be a dreary and objectionable feature. No getting of funds, no begging, it is all done by assessments of good things, not cash. I think it advisable to enlighten some Divisions as to the routine of getting up dinners. First the Secretary of Division gives to the committee a full list of members and this committee is composed of one and he tells what he wants to ten members and checks them off, he does not make it costly to anyone. For instance, Brother Brown is told to furnish forty sandwiches and Brother Jones three gallons of coffee, and Brother White, Brother Smith and Brother Johnson a cake each, and another Brother some kind of a salad and so on until ten members have been told what to furnish and these ten set the table in Division room and must wait on the members and also put away the crockery, which we own, and other articles where they belong. Now these ten members do not do anything again toward getting up a dinner in over a year, so you can observe that it costs nothing as each member is partaking of a feast prepared by someone else and when you sit down to Long Island berries, fruit, oysters, clams, crabs, asparagus and other articles of a palatable nature that only Long Island can produce, you are being treated to a banquet fit for a king. We were recently treated to an entertainment given by Brother Chas. Hanson and daughter and to say splendid, is treating it mild and to say superb is about the way we speak of it; so are we alive, are we prosperous, are we up to date, are we in a position to say that we of Division 391 stand by one another? Verily we are and if any Brother of our Order is in the city of New York on a vacation or business trip let him call to see us. We can and we will and we do treat visiting Brethren with every courtesy that Brother can show Brother to which many visiting Brethren can testify.

Our election took place recently and we did, yes I say again, we did re-elect our Chief, and in my next will dwell more on the staff of officers that govern Division 391.

Our Division held its annual reception last month and the committee turned into the treasury over eleven hundred dollars, and it only shows how the members can dispose of tickets for our receptions and when such members as Brothers William Seaman and James S. Powell start in to dispose of reception tickets they do it with a rush and make a go of it. The Division has presented to both of the above named Brothers a charm set in diamonds.

All the members have the welfare of Division 391 at heart. We took care of several sick members during the past year and we paid out over eight hundred dollars in sick benefits funds; seven dollars weekly and we also had the misfortune to loose two members by death and yet our treasury is filled to the brim and it stands ready for another epidemic and then when contributions are asked for by other Divisions 391 always comes forward and helps them. I said in this letter that I would tell you in my next about the officers. One great feature of 391 is its meetings, and let me say that I am connected with five orders and that I have never yet heard even a harsh word spoken in debate. Surely one thing can be said that every Brother solemnly bows to the will of a lawfully constituted majority. Surely we stand by the motto of "How pleasant and sweet it is for Brethren to dwell together in unity."

Long Island City, N. Y. JAMES D. RUSHMORE.

Editor Railway Conductor:

On December 16th, Superior Division 288 held its annual election of officers, after which a delicious spread was partaken of by the Brothers and their respective ladies. On February 11th, 1907, 288 will give its 7th Annual Ball at Hotel Superior and as usual we expect to excell anything of the past.

We are pleased to see Brother M. Harty again at work after a long run of the fever. While Brother S. R. Shaw is on the gain and we expect to see him on his little red cab behind about 45, thus keeping as far from the cinders as possible.

Business here is fine, there are about 15 work train crews going on the first of the year and you cannot get away for fun, money or marbles. I wish also to call your attention to a few don'ts. Don't villify your co-laborer or one who is superior to you. Don't poke fun at a tyro, we all had our beginings and perhaps he is the making of a good man. Don't ask your head-brakeman to help look the train over because he is the first to go to the office and do the rubber act. Don't ask your rear brakeman to cook more than three meals a day because it gets monotonous. Don't be sycophantic in your eulogy of the engineer when he makes one of those independent stops—that is when the caboose stops first and you stop last. Don't ask the engineer why he does not live up to rule 18 F when the train parts or an air hose bursts because if he did it would give the train crew too much information, especially if the train stops on a reverse curve or it is in the night. Don't go into some other caboose and ex-pectorate on the floor and furniture because that crew may have a habit of keeping a clean car.

Don't execrate at the conductor because he is picking up along the line; he has the orders from his superiors or else it would not be done. Now these words, if properly considered and thoroughly digested may be applicable to the reader and will certainly do him no harm unless he is non compos-
ments.
J. F. PARKHILL.

West Superior, Wis.

Editor Railway Conductor:

In answer to a request from the master mechanic for an explanation of how he pulled the pilot off of his engine, Mr. McGraw, of Division 419, B. of L. E., sent the following report, which I hope you will see fit to publish:

W. J. P. M. M., Waycross, Ga.

In handling this train I started it slow,
For that old pilot, I was afraid it would go.
To you my reputation I will stake
That I had often reported the repairs it would take.

Until at last, on an afternoon,
She pulled right out and went to her doom.
The train being heavy, laden with sand,
It stands to reason she was hard to man,
And I trust you can plainly see,
The blame cannot be attached to me.
I trust in future such accidents to bar.
I am yours truly, Chas. C. McGraw.

Mr. McGraw was pulling your writer on the construction train of the new A. C. L. two million dollar shops now being built, at the time of the accident referred to in the poetry. I hope to furnish you some views and few words in the near future from this section.
W. M. CULVER.

Waycross, Ga.

"1907."

I's kinder superstitious 'bout de numbers dat I sees.
Dat figure "6" it somehow allus put me ill at ease.
Some folks perfess to like it, but I might as well confess,

As far as I's concerned, it's been unlucky mo' or less.
When fast dey put dat number up about a year ago,
I says, "'Dat don' look good to me," 'cause sixes is foh sho'
My own partic'lar hoodoo, so I kep' it up all year
A-Whisperin' "'Come seven!'" An' now ol' Seven's here!

I feels jes' like a winner when I sees dat number show,

Though sometimes I's gone broke a-guessin' how 'twas gwinter go;
But it sort o' looks familiar, like an old an' sho' nuff friend.

I's gwinter keep my courage up an' play it to de end—

So keep dem days a rollin' wif de sunshine an' de song.

When once de luck gits started it'll keep a comin' strong.

I ain't afraid to take a chance on what dis year will be,

'Cause dat ol' number seven, it looks mighty good to me!

LEGAL

Legal Decisions of Interest to Railroad Men.

Prepared for The Railway Conductor by COLIN P. CAMPBELL, Grand Rapids, Mich.

Liability of Railroad Company to Person Injured While Employed to Work Passage by Freight Conductor.

In this case plaintiff brought action for injury sustained under circumstances detailed by him as follows: As I was going to Richmond I asked the conductor on the train if I could come back with him the next day on his train. Capt. Moody had charge of the train going to Richmond. He said, "yes." I was to unload freight and load freight. I went to Richmond to take another man's run. He told me he would give me his place for 10 days. He was a brakeman. I was expecting to get his place that night and come back next day. Did not get it, as he decided not to give it to me. I got on train between Richmond and Manchester after it started. I did not see conductor that day. It was the same train that I went to Richmond on, known as "No. 90." Capt. Moody was conductor on train that blew me up. The train stopped in Manchester yards, when I got on. William Savage was there. I got on flat car not loaded, next to car loaded with barrels. Box car behind us. The conductor did not know whether I was on train or not. I saw engineer, fireman and first brakeman when I got on train I was hurt, but did not speak to anyone except Savage. The train was local freight, passed Garysburg every day coming and going. I could see it. Same train Mr. Gwaltney was engineer on. He saw me on the train. Two of the brakemen saw me, but did not speak to but one of them. He told me to get on and help unload barrels at the next station, Clopton. The brakeman unloaded the car. The engine exploded not more than 10 minutes after I got on the car. There was testimony in regard to the extent of injury and value of services. Plaintiff offered to introduce pass issued by defendant September 16, 1902, to plaintiff as an "in-

jured employe" from Richmond to Garysburg. Upon defendant's objection it was excluded.

On this the Court said, "The correctness of his honor's ruling depends upon whether the defendant sustained any contractual relation to the plaintiff from which a duty arose to him. The testimony presents no question of public duty or duty to the public as discussed in *McNeill v. Railroad*, 135 N. C. 682, 47, S. E. 765, 67 L. R. A. 227, and other cases in which persons were permitted to go upon passenger trains or mixed trains on which passengers were taken. It is too well settled to call for the citation of authority that a railroad company has a right to classify its trains and assign to them such service as is reasonable. That in the exercise of this right it may operate trains exclusively to carry freight, and that when it has done so, no person has a right to demand that he be carried upon such trains as a passenger. It is equally well settled that, that before such a person can enter upon such a train and acquire the rights of a passenger, he must show some contract made with some servant or agent of the corporation authorized to make such contract. Such authority may be shown either by express grant or necessary qualification growing out of the nature or character of the employment. In view of these general and well settled principles, the question arises whether the conductor, Moody, in charge of the freight train upon which plaintiff was injured, had any authority to establish any contractual relation between plaintiff and the defendant corporation, either as passenger or servant and impose any duty upon defendant the breach of which, followed by injury, gave a action. The plaintiff insists that by the permission granted him to go upon the train to Richmond and return he became a passenger, or, if he is in error

in this, he was by the agreement with the conductor made the employee or servant of the corporation. For the purpose of disposing of this appeal it is not important, or even necessary, to discuss the question whether he became a passenger or an employee, because if he was either, at the time of the injury, his right to go to the jury on the question of negligence would be the same. We are of the opinion that he was neither a passenger nor an employee.

Assuming for the purpose of discussion, that the conductor undertook to employ plaintiff, and that such employment extended to the return trip, the question of power is presented.

If the conductor of a freight train, made up of cars suitable only for carrying freight, can, without authority of the railroad company, expressly or tacitly, given, receive passengers upon such train and bind the railway for the risk of transportation, a conductor of a passenger train may with equal propriety load the coaches of his train with cotton or grain, and make the company liable as a common carrier of freight. The distinction between the powers and rights of the conductor of a freight train and of a passenger train are clearly pointed out in the opinion in this case. It is, however, suggested that the burden would be upon the defendant to show that the conductor had no authority to make the contract of service.

The authorities are to the contrary. In the case at bar, the plaintiff was not on a passenger train, and he was riding in the caboose of a freight train, in a place which he could not have failed to know was not intended or adapted for the use of passengers, but solely for the accommodation of the defendant's employees engaged in managing the train. Even if, therefore, the plaintiff had an invitation from the conductor of a freight train, he could not have supposed that the conductor was acting within the general scope of his employment, or that, independently of any rules of the corporation, the conductor had any authority to extend such an invitation. The ordinary business of conducting and managing a freight train does not involve any right to invite persons to ride upon such

trains, or to accept them as passengers. In *Eaton's case*, *Dwight, C. J.*, speaking of a contention similar to that of plaintiff's says: "The contention of the plaintiff must go to the length of maintaining that the company was bound by the act of the conductor to take the plaintiff into its service. * * * The conductor's authority to carry can only be incidental to his power to make a valid engagement for the plaintiff's service. The admission of such a doctrine would subvert familiar rules of the law of agency." We have been unable to discover any authority in which it is held that a conductor of a freight train has any power, save in case of an emergency, to employ servants to assist him in operating his train,

We do not deem it necessary to consider the liability of the defendant, if there had been wanton or wilful injury: there being no evidence of either. It is said that the case should have gone to the jury. This suggestion is based upon the theory that there was evidence of a contractual liability imposing upon the defendant the measure of duty prescribed for either a passenger or employee. As we have seen, neither relation existed. There was therefore no question to be submitted to the jury. The plaintiff having failed to lay the basis upon which any such duty arose, there was no inference to be drawn from the testimony by the jury. The effect of the agreement made between plaintiff and conductor, was for the court. There is no uncertainty as to its terms or legal signification. As was said in *Eaton's case*, *supra*: "The solution of the questions at issue is not to be sought in the rules of law appertaining to common carriers. It must be obtained from the principles of the law of agency. The true inquiry is whether the conductor, as an agent of the defendant, had the power to take the plaintiff upon the train in such a way as to bind the defendant as a carrier to him as a passenger"—and, we may add, "or an employee." The answer to this question being in the negative, and there being no evidence of wanton or wilful injury, his honor correctly directed judgment of nonsuit.

Vassor v. Atlantic Coast Line R. Co.,
(N. Car.) 54 S. E. Rep. 849.



FORUM OF STANDARD TRAIN RULES

Edited by George E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

Editor Forum:

You answered two questions as to the proper signals to be used in your first article in the December CONDUCTOR as you understood the question. I see the error in my question and I will endeavor to make it so that you will understand.

Eng. 53 on Express No. 93, west bound fails at K. Eng. 210 is at K on train 74 east bound. Eng. 210 is ordered to take train 93. What are the proper hand signals to be used? Will the proper go-ahead signal be given by conductor of No. 93 when he wishes to start his train, or will he give the signal as engine is headed? W. P.

ANSWER—We did not understand what you desired in your former question.

After the engine is on the train the proper signal to give is the "proceed" signal as the train is to proceed on its schedule. The signal in this case being given for the movement of the train as a whole, not for the movement of the engine as is the case when an engine is doing switching. Should the engine of No 93 cut off to do switching then the signal must be given to the engine with respect to the way the engine is headed but when the engine is attached to train 93 it becomes a part of that train and the regular proceed signal indicates a forward movement of the train as a whole.

Editor Forum:

(1) What rights have yard engines in yard limits?

ANSWER—Prior to the revision of the code last spring it was silent on this subject except as to definition of a yard which reads as follows: "YARD—A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by

time-table, or train-order may be made, subject to prescribed signals and regulations." From this it will be seen that each road was expected to issue special instructions to cover this point. The common form of instructions is about as follows:

Engines may work within yard limits without train orders; they must clear the time of first and second class trains five minutes unless fully protected by hand or fixed signals, but may work against all other trains, keeping sharp lookout for approaching trains on main track. All except first and second class trains will reduce speed in passing through yard limits and will proceed only as the way is seen or known to be clear. While within yard limits, whether on main or side tracks employees must obey the orders of the general yardmaster and his assistants.

It will therefore be seen that if no special instructions are issued to cover, yard engines would be compelled to clear the time of all trains.

The code as revised contains a new rule (93) that provides that yard engines or trains may use the main tracks protecting against certain class trains and those trains are hereby notified to watch out accordingly.

(2) When the men on the rear portion of a broken-in-two train discover that the train has broken apart, what are they required to do?

ANSWER—They must give the train-parted signal to the front portion (when it can be done) and stop the rear portion as soon as it can be done (sometimes the air does this for them very promptly) they must flag in both directions and not allow any following train to move the rear portion. This gives the front portion full right to return for the rear portion from any distance. There are ab-

solutely no circumstances under which train men are allowed to deviate from these regulations.

Of course there may be roads with special instructions allowing a deviation, but if so, I have never heard of them and certainly the Standard Code does not sanction any deviation. The very nature of the rule making it necessary to follow instructions. The front portion sometimes goes for miles and depends for protection in returning upon the rule being complied with.

(a) In case a train breaks in two while pulling out of a side track, leaving the detached portion on the side track, do you understand that the flagman must go back as per rule?

ANSWER—Yes. It is inconceivable to me how a break-in-two could occur, that is how the front portion could get away under these circumstances as the head end must be on the lookout for a signal after the switch is closed. But should they, the necessity for a strict compliance with the rule is of equal importance in this case as the front portion has the same right to return, and must return.

A flagman should precede the returning portion, not alone to protect it from collision with the rear portion but also to find any part of the draft rigging that might be pulled out and left upon the track in a position to derail the returning portion.

EDITOR FORUM—In your next issue kindly reply to this question,

Your decision in November CONDUCTOR, No. 2 having orders to meet No. 1 at B, both same class, No. 1 arrives B with signals, No. 2 gets order to meet 2nd 1 at C, 2nd No. 1 has signals. How will No. 2 run in regard to 3rd No. 1 if 3rd No. 1 has original order to meet No. 2 at B? How does he know 2nd 1 and No. 2 meet at C? A BROTHER.

ANSWER—3rd No. 1 does not know that 2nd No. 1 and No. 2 meet at C, but the fact that they do not has nothing to do with the right of the 3rd section to proceed to B for No. 2. Their order is valid (that No. 1 will meet No. 2 at B) until it is superseded, fulfilled or annulled and it must be evident that an order that 2nd No. 1 will meet No. 2 at C does not cancel the rights of 3rd No. 1 under the first order. This is the reason that in our answer in the November CONDUCTOR we stated that No. 2 must get clear at C expecting 3rd No. 1 to be moving to B, under the first order as this first order includes all sections.

EDITOR FORUM—Please find enclosed two orders. Please pass on the same, and say which train had the right of track. You will see Eng. 271 was running from Helena to Missoula; Eng. 1562 was running from Missoula to Garrison, which is between Helena and Missoula. Some say Spcl. 271 has right of track, but it seems Ex. 1562 had right because Spcl. 271 was inferior train to whatever class, and Ex. 1562 has right over all except first class. Please pass on this and stop disputes and arguments.

J. C. F.

Missoula, Mont.

Order No. 2.

Eng. 1562 all east: Eng. 1562 will run stock extra, from Missoula to Garrison on Sunday, Nov. 25th, as follows, with right over all except first-class trains: ar. Garrison 6:30; Big Bend 6:15; Gold Creek 6:05; Haskell 5:55; Drummond 5:40; Hell Gate 5:15; Bearmouth 5:05; Nimrod 4:50; Bonita 4:35; Clinton 4:20; Turah 4:00; Bonner 3:50; Lv. Missoula 3:30 a. m.

Order No. 204.

All east: Eng. 271 will run Spcl. from Helena to Missoula on Sunday, November 25th, as follows with right over all trains: Lv. Garrison 2:00 p. m.; Gold Creek 2:17; Haskell 2:24; Drummond 2:34; Hell Gate 2:45; Bearmouth 2:55; Nimrod 3:07; Bonita 3:18; Clinton 3:30; Bonner 3:47; Arr. Missoula 4:00 p. m.

ANSWER—Order No. 2 created stock extra 1562 Missoula to Garrison with rights over all except first-class trains. Order 204 created Special 271 Helena to Missoula with rights over all trains. The conductor of Special 271 should refuse to sign or accept order No. 2, and the conductor of extra 1562 should likewise refuse order No. 204 as these order are conflicting and therefore unsafe. Train dispatchers should understand that it is not safe to permit two trains to hold orders as above at the same time. It would be as sensible for them to give No. 1 right over No. 2 and give No. 2 right over No. 1. Order No. 204 does not supersede order No. 2, both orders are good and both give right to their respective trains over all others except first-class trains and as extra trains have no class this clause in order No. 2 has no bearing on the case. It is simply a case of orders conflicting, a blunder of the train dispatcher which the trainmen should check instantly by refusing to accept the orders.

OFFICIAL CHANGES

James P. Houston has been appointed trainmaster of the Chicago Great Western at St. Paul, Minn.

P. W. Conley has been appointed superintendent of terminals of the St. Louis & San Francisco, at St. Louis, Mo.

T. H. King has been appointed terminal superintendent of the Northern Railway, with headquarters at Limon, Costa Rica.

W. J. McKee has been appointed general superintendent of the Central district of the Missouri Pacific system, with office at Coffeyville, Kan.

J. M. Turner, formerly general manager of the Raleigh & Western, has been appointed general manager of the Georgia & Florida, with headquarters at Augusta, Ga.

Percy R. Todd, who recently resigned as first vice-president of the New York, New Haven & Hartford, has been elected vice-president of the Bangor & Aroostook, to take effect on January 1.

D. D. Curran, general manager of the New Orleans & Northeastern, the Alabama & Vicksburg and the Vicksburg, Shreveport & Pacific, has also been elected vice-president of those companies.

T. H. Beacom, superintendent of the Panhandle division of the Chicago, Rock Island & Pacific, has been appointed superintendent of the Oklahoma division, with office at Chickasha, I. T.

The jurisdiction of F. O. Melcher, general manager of the Central and Northern districts of the Chicago, Rock Island & Pacific, with headquarters at Chicago, has been extended over the Southwestern and Choctaw districts.

D. E. Cain, who recently resigned as general manager of the Southwestern district of the Chicago, Rock Island & Pacific, has been appointed assistant to Vice-president Schlacks of the Denver & Rio Grande, in charge of operation, with headquarters at Denver, Colo.

J. L. Kendall has been appointed trainmaster of the Natchez division of the Missouri Pacific at Ferriday, La.

H. H. Hatcher has been appointed assistant superintendent of the Southern Railway in Mississippi at Meridian, Miss.

William White, of Norfolk, Va., has been elected president of the Richmond, Fredericksburg & Potomac, succeeding W. J. Leake.

O. B. Johnson has been appointed superintendent of the Deepwater Railway, with headquarters at Page, W. Va.; effective on December 6.

John Bose, general agent of the Louisville & Nashville at Sheffield, Ala., has been appointed assistant division superintendent of that road at Mobile, Ala.

W. W. Finley, second vice-president of the southern with general supervision over traffic has been elected president of that railway to succeed the late Samuel Spencer.

W. L. Richards, chief clerk to the general agent of the Chicago, Milwaukee & St. Paul, at Kansas City, Mo., has been appointed superintendent of terminals at that point.

E. E. Young, trainmaster of the Chicago, Burlington & Quincy at Lincoln, Neb., has been transferred to Denver, Colo., as trainmaster of the Lyons branch and the Denver terminals.

C. C. F. Bent, heretofore general superintendent of the Baltimore & Ohio, has been appointed general manager of the Baltimore & Ohio Southwestern with headquarters at Cincinnati, O. to succeed W. H. Greene, resigned.

W. E. Merrifield, trainmaster of the Missouri Pacific at Concordia, Kan., has been transferred to Sedalia, Mo., in a similar capacity. Charles W. Benedict has been appointed trainmaster at Concordia, Kan. B. Knapp has been appointed assistant trainmaster at Jefferson City, Mo.

Fred D. Clark has been appointed assistant trainmaster of the New York Central & Hudson River at Corning, N. Y.

F. T. Moore has been appointed trainmaster of the Connellsville division of the Baltimore & Ohio at Connellsville, Pa. Albert Veitch has been appointed assistant trainmaster at Connellsville.

A. B. Ramsdell has been appointed trainmaster of the West Iowa division of the Chicago, Rock Island & Pacific at Des Moines, Ia. A. B. Copely, trainmaster of the Illinois division, has been transferred to Goodland, Kan.

R. L. Knebel has been appointed superintendent of the Willmar & Sioux Falls division of the Great Northern, with headquarters at Sioux City, Ia. C. E. Leverich has been appointed assistant superintendent of the St. Cloud & Fergus Falls division at Melrose, Minn.

P. C. Allen, superintendent of the Willmar & Sioux Falls division of the Great Northern, has been appointed superintendent of the Montana Central, with headquarters at Great Falls, Mont., succeeding F. S. Forest, who has been appointed assistant general superintendent of the Central district of the Great Northern, with headquarters at Minot, N. D.

L. E. Spencer, superintendent of terminals of the Atlantic Coast Line at Jacksonville, Fla., has been appointed superintendent of the Gainsville district. H. O. McArthur, trainmaster at Jacksonville, has been appointed superintendent of terminals at that point. J. F. Council, district superintendent at Norfolk, Va., has been transferred to Lakeland, Fla., as district superintendent.

J. B. Ingersoll, heretofore assistant general manager and chief electrical engineer of the Spokane & Inland, has been appointed general manager and chief electrical engineer of that road and the Spokane Terminal Company, with headquarters at Spokane, Wash., succeeding F. A. Blackwell, who will continue as chairman of the board of directors of the Inland Empire system.

George F. Bidwell has resigned as general manager of the lines of the Chicago & Northwestern west of the Missouri river on account of ill health, and Frank Walters, heretofore assistant general manager of those lines, has been appointed general manager, with headquarters at Omaha, Neb., effective on December 17. It is announced that Mr. Bidwell will continue in the service of the road "performing such service as may be assigned to him."

L. G. Cannon has been appointed vice-president and general manager of the Nevada Northern, with headquarters in New York.

E. E. McCormick, chief trainmaster of the Rome, Watertown & Ogdensburg division of the New York Central & Hudson River, at Watertown, N. Y., has been appointed assistant superintendent of that division.

J. W. Robins, division superintendent of the Gulf, Colorado & Santa Fe at Cleburne, Tex., has been appointed vice-president and superintendent of the Chicago, Rock Island & Gulf, with headquarters at Fort Worth, Tex.

F. T. Carstensen, roadmaster of the Troy Union at Troy, N. Y., has been appointed assistant trainmaster of the Mohawk division of the New York Central & Hudson River at Albany, N. Y. F. S. Risley has been appointed assistant trainmaster of the West Shore division of the New York Central at Weehawken, N. J.

O. H. Hobbs, heretofore superintendent of the Connellsville division of the Baltimore & Ohio, has been appointed superintendent of the Baltimore division, with headquarters at Baltimore, Md. John J. Driscoll, trainmaster of the Connellsville division, has been appointed superintendent of that division, with office at Connellsville, Pa. Effective on December 20.

George Spencer, superintendent of the Canadian Pacific at Toronto, Ont., has been transferred to North Bay, Ont., as superintendent to succeed J. R. Nelson, who takes the place of Mr. Spencer at Toronto. C. Murphy, superintendent at Toronto, has been appointed general superintendent of the Atlantic division, with office at St. John, N. B., succeeding Wm. Downie, who has been transferred to Vancouver, B. C., to take charge of the British Columbia division.

J. N. Teague, heretofore master of trains of the Louisville & Nashville at Birmingham, Ala., has been appointed assistant division superintendent in charge of the line between Boyles and Attalla and the Alabama Mineral division and branches, with office at Anniston, Ala. P. E. Kemp has been appointed master of trains at Birmingham. E. G. Evans has been appointed assistant master of trains on the South & North Alabama Railroad between Decatur and Montgomery, Ala. J. E. Brownlie has been appointed assistant master of trains of the Birmingham Mineral Railroad and branches, except between Boyles and Attalla.

MENTIONS

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Anyone knowing the whereabouts of John Jager will kindly communicate with Brother John Wolf, Box 187, Teboa, Washington.

Glad to note the appointment of Brother F. T. Moore as trainmaster for the B. & O., at Connellsville, Pa. Brother M. is a charter member of Divisions 201, and 472.

Glad to note the appointment of Brother G. S. Waid as assistant superintendent of the Ga. H. & S. A. Ry., El Paso division. This promotion is very pleasing to the Brothers on that road.

Brother R. M. Hoover, of Division No. 7, heretofore inspector of train service for Harriman lines in Texas and Louisiana, has been appointed trainmaster for the Southern Pacific Company, headquarters at San Antonio, Texas.

We received quite a pretty card expressing compliments of the season from Brother E. S. Jewett, who is and has been for many years, the General Agent for the Mo. Pac. Ry., at Kansas City, Mo. Indeed, Brother J. seems to be one of the fixtures of the Mo. Pac.

Brother Darwin Zeek, of Amboy, Ill., Division 235, sends us announcement of the recent marriage of his daughter. Brother Z. is an old timer, having been a member of Amboy Division No. 1, in 1870, when the Order was the "Conductor's Brotherhood." The Order looks good to him yet, he tells us, and we hope he may see it for a long time yet.

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

We note with pleasure the appointment of Brother E. H. Schroeder as chief train dispatcher of the Tacoma Eastern R. R. Co. Success to you Brother S.

Any one knowing the whereabouts of former Brother J. D. Dunphy, of Division 323, will kindly communicate same to Brother J. L. Davis, 1509, Main St., Columbia, S. C.

Information is wanted of the whereabouts of one Ed Wilson, who, twenty-five or thirty years ago was a conductor running out of Calmar, Iowa. Send information to W. I. Hulett, Aberdeen, South Dakota.

We acknowledge receipt of invitation to Third Annual Ball of Box Butte Division No. 427, January 14, 1907, Alliance, Neb. The invitation has at the top a picture of a beautiful train, consisting of 4 cars and an engine.

Brother H. R. Fuller has again been appointed to represent the B. L. E., the B. L. F., the O. R. C. and the B. R. T. at Washington during the present session of Congress. His address will be 216 New Jersey avenue, Washington, D. C.

Notice.

At the recent convention of the American Federation of Labor held in Minneapolis, Minn., resolutions were unanimously endorsed re-affirming the placing of all products of the Washburn-Crosby Flour Milling Co., on the "We do not patronize" list. Their leading brands are Gold Medal, Ben Hur, and Jenkins' Vienna.

All trades unionists should do their duty and act accordingly.

We are quite glad to announce the marriage of Brother W. E. Carlyon and Miss Bernice E. James, of Boyce, La. We extend the hearty wishes of the Order to the happy couple and wish them long life and much joy.

The following Division cards have been lost or stolen; if presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV. NO.
4682.....	A. V. Isler.....	175
10043.....	J. H. Leyendecker.....	328
658.....	W. M. Coleman.....	390
659.....	F. N. Coleman.....	390
1400.....	G. W. Fritz.....	390
1399.....	F. J. Avery.....	390
1398.....	D. Agerter.....	390
19802.....	W. A. Ziegler.....	488

We acknowledge receipt of invitation to be present at joint installation of officers of Division 135 and L. A. to O. R. C., Division 199. We know a very enjoyable time was in store for those able to attend. Joint installations seem to be growing in fashion and we have a pretty well grounded idea that the ceremonial work done by the ladies makes the O. R. C. work look like thirty cents. The shoe don't need to be put on if it don't fit.

We acknowledge receipt of unique invitation to attend the Fifth Annual Ball of Division 233, Middleport, Ohio, December 31, 1906. The invitation is in the shape and appearance of a 31 train order. The following "instructions" are quite significant.

You will run Extra, leaving home at 7:30 p. m. to the home of your best girl and double head from there to Coe's Opera House, arriving at 8 p. m. and work Extra from 8 p. m. until 2 a. m. with right over all, Second, Third class and Extra trains. After 2 a. m. you will protect against all Trains.

Mr. Dooley's New Observations.

In the language of a friend "'Dooley is gittin' gayer and wiser all th' toime." He has never written so brilliantly as in the new series of Dooley articles which are now appearing in The Chicago Sunday Record Herald. His views on "Me Young Frind, Count Boney's Love Affairs," "Th' Prisdint's Activities," and other timely observations in the new series are the choicest things the author has ever offered his thousands of admirers, full of witty sayings which will be quoted for years to come. These "Dooley" articles, each complete in itself, will appear in successive Sunday issues of The Record-Herald.

We are pleased to note the following changes in the St. Louis Division of the Ill. Cent. Ry., at Centralia, Ill. Brother H. E. Wisher has been made general yardmaster; Brother J. McFarland, assistant day yardmaster; Brother J. F. Victor, night yardmaster.

We have received copies of Brother W. I. Leggett's new song "The Picket is off for you." The very pretty words are by Brother Leggett and the music by his wife. If the music dealer in your town does not have this song in stock, the publishers will send you copies for ten cents each. Address is W. I. Leggett, 852 Sawyer Ave., Chicago Ill.

We have just received a book by W. W. Wood telling all about the Walschaert Locomotive Valve Gear. It is the only book in print that is devoted exclusively to this system of valve motion that is coming into general use on all classes of American Locomotives. It will soon be necessary for engineers and firemen and generally all trainmen to understand the Walschaert Gear. The book is published by Norman W. Henley Publishing Co., 132 Nassau St., New York, price \$1.50.

In Ottawa, Canada, Rudolph Lemieux recently introduced a bill in Parliament to prevent strikes in all public utilities, such as street railways, coal mines, steamship lines, and steam railroads. The bill empowers the minister of labor to order an investigation when disputes arise between capital and labor, and pending this investigation work must proceed. The strike or lockout must terminate after the award has been made, and it will be left to public opinion to have it enforced.

We have received a copy of the Brandon Daily Sun containing a full account of the banquet tendered to Superintendent J. J. Scully, by Brandon Division 464, Brandon, Manitoba.

Mr. Scully has been transferred from the Brandon Division of the C. P. R. R. to the Kenora Division of the same road. From the account we have we should judge that the whole town was in love with Mr. Scully and the expressions and tokens of regard from all classes of employees and citizens must certainly have been a source of deep gratification to him. The working conditions disclosed by occasions of this kind give us large hope for future relations between employer and employed, and the citizens of Kenora and the employees of the C. P. R. R. at that division are to be congratulated on Mr. Scully's advent among them.

The *Sunset Magazine* published by the Southern Pacific Co., is a typical magazine of California and the west. With the subscription price and fifty cents added they offer to send *Sunset* for a year and also include "The Road of a Thousand Wonders." In this book are over 120 four-color pictures showing the wonderful country between Los Angeles and Portland and if a person cannot go to see those wonderfully beautiful scenes the next best thing to it is looking at the pictures in "The Road of a Thousand Wonders."

The native California girl is a new type, says a writer in the *Travel Magazine*. Tall, vigorous, robust, she also is of the freer life and milder air. The mincing step has gone, because her limbs have struck into the longer beat of life about her, and she strides more bravely to a more stirring gait. Conventions bind her less because she has more natural relationship with men, and where danger might lurk, her freedom has bred a bold frankness, piercing shams and conquering fear. She dresses well in the bright colors, caught from the higher lights of her native landscape. She is "blooded to the open and the sky."

We have received from the Winkley Artificial Limb Company, of Minneapolis, Minn., an exceedingly interesting and very handsome little booklet, showing where and how the Winkley Artificial Limbs are made. The booklet is printed on elegant plated paper and is profusely illustrated by almost speaking half-tone cuts of the various phases in the manufacture of their artificial limbs. It will be remembered that this company has carried a page advertisement in *THE CONDUCTOR* for many years and we bespeak for them a good word when in your power to give one. The "Limbs" are right, there need be no doubt felt on that point.

Division 147 held a bazaar and prize drawing on November 17, 1906, with the following prize winners:

First Prize—Ticket No. 14,903, M. P. Neifert, Pottsville, Pa.

Second Prize—Ticket No. 1828, N. R. Butz, Allentown, Pa.

Third Prize—Ticket No. 1209, E. W. Dee, Chicago, Ill.

Fourth Prize—Ticket No. 1368, James Morrow, Catasauqua, Pa.

Fifth Prize—Ticket No. 3514—M. Weller, Easton, Pa.

Sixth Prize—Ticket No. 1090, Chas. Kalp, Allentown, Pa.

Seventh Prize—Ticket No. 4455 W. Schmidt, Easton, Pa.

Chautauqua Institution.

CHAUTAUQUA, NEW YORK.

HOME READING COURSE FOR 1906-07.

FACULTY: President, Henry Churchill King, Oberlin College; Professor Thomas Francis Moran, Purdue University; Professor L. A. Sherman, University of Nebraska; Professor Cecil F. Lavell, Bates College; William J. Dawson, of London, and others.

"ENGLISH YEAR" No. 6.

(28th C.L.S.C. Year.)

Check what you order.

... 1. The English Government....	
..... Moran	\$1.50
... 2. Literary Leaders of Modern England....	Dawson 1.00
... 3. What is Shakespeare?.....	Sherman 1.00
... 4. Rational Living.....	King 1.25
... 5. The Chautauquan Magazine Monthly, containing required reading as follows: Imperial England, by Lavell; Reading Journey in Noted English Counties; Englishmen of Fame.....	2.00
... 6. English Year Membership Book .....	.50
	<hr/> \$7.25

TERMS.

... Reduced Price for Complete Course above (postpaid) cash with order.....\$5.00

Any part or parts of above Course will be sent separately as wanted (postpaid) for the price opposite each title in the list, cash with order. The reduced rate of \$5 applies only to orders for the Complete Course, cash with order.

Name.....

Post office address.....

County.....

State.....

C. L. S. C. Class of.....

Send all orders to the "Chautauqua Press," Chautauqua, N. Y.

The January-March Forum, a typical number of this high-class American quarterly review is just out. In its regular departments are to be noted the comprehensive articles on "American Politics," by Henry Litchfield West; "Foreign Affairs," by A. Maurice Low; "Finance," by Alexander D. Noyes; "The Educational Outlook," by Ossian H. Lang; and "Applied Science," by Henry Harrison Suplee. Two literary papers of authority and excellence are

"A Few Books on Shakespeare," by Prof. W. P. Trent, and "Some Recent Guides to Culture," by Prof. William T. Brewster. Henry Tyrell contributes a minute and careful review of the season's drama. "Inexpensive Reciprocity," by Prof. John Bates Clark, is a highly suggestive discussion of the tariff question by a well-known and able specialist. Another special article of striking interest is "The Rehabilitation of China and the American Interest in the Orient," by Mohammad Barakatullah.

A Suggestion for the New Year.

Instead of making impossible resolutions in regard to reading a long list of books, why is it not a good idea to write down a list of the twelve months and put opposite each the name of a single good book that you might read to advantage? Then resolve to go through at least six of these, leaving the other six to be abandoned if they do not prove what you expect. If your list is already well chosen, and you do read six good books by the end of the year, you will have done much for the cultivation of a taste for good reading—a taste unlike many others, that one will hardly ever be able to satisfy—nor wish to.—From "Books and Reading" in January St. Nicholas.

Santa Fe Employees' Magazine.

We have been favored with a copy of Vol. I, No. 1, of the above magazine, which the managing editor, Mr. Albert McRae, may well be proud of. It starts out with a brief history of the construction of the Santa Fe, the original charter of which was obtained in 1863, followed by the following greeting to the employees from President Ripley:

"To each and every employee of the Santa Fe System the management desires to express appreciation of faithful work performed during the year now closing, and extend best wishes for a Merry Christmas and a bright and prosperous New Year."

Among the many excellent items is a very timely one on "Loan Sharks." The headline "All Hope Abandon, Ye Who Enter Here," is an excellent indication of the evils of loan sharks, as the editor rightly paints them. As a whole, the magazine is an excellent production.

The Passenger Department of the Central Vermont Railway has just issued their annual, "Summer Homes in the Green Hills of Vermont, and Islands and Shores of Lake Champlain, Adirondacks and Canada."

The wonderful beauties of the region traversed by the Central Vermont Rail-

way are strikingly shown by pen and picture in its beautifully printed annual. After one gets through looking at the book the desire is almost irresistible to pack up and start at once. For the hunter and fisherman—those worn down with the hurry and bustle and worry of city life—those who would get away from the close stuffy atmosphere of the city and harken to the call of the wild—the Central Vermont offers ideal attractions.

Glad to note the appointment of Brother J. W. Baily of Division 318 as trainmaster for the Murphy Division of the Southern Railway.

We note with pleasure the appointment of Brother O. B. Johnson as Superintendent of The Deepwater Railway Co. Headquarters at Pope, West Virginia. Congratulations Brother J.

The Best Christmas Present for a Little Money.

When your Christmas present is a year's subscription to The Youths' Companion you give as much in good reading matter as would fill twenty 400-page novels or books of history or travel or biography ordinarily costing \$1.50 a volume. Nor do you give quantity at the cost of quality. For more than half a century the wisest, most renowned, most entertaining of writers have been contributors to The Companion. You need never fear that The Companion will be inappropriate or unwelcome. The boy, the girl,—every other member of the family,—will insist upon a share in it. There is no other present costing so little that goes so far.

On receipt of \$1.75, the yearly subscription price, the publishers send to the new subscriber The Companion's Four-Leaf Hanging Calendar for 1907, Lithographed in twelve colors and gold, and subscription certificate for the fifty-two issues of the year's volume.

Full illustrated Announcement of The Companion for 1907 will be sent with sample copies of the paper to any address free.

Subscribers who get new subscriptions will receive \$16,290.00 in cash and many other special awards. Send for information.

THE YOUTH'S COMPANION,
144 Berkeley St., BOSTON, MASS.

We have just received from the publishers, Walter S. Rockey Company of New York, a charming book called "The Phantom of the Poles," by Mr. William Reed. The author makes this startling

assertion: The poles so long sought, are but phantoms. There are openings at the northern and southern extremities. In the interior are vast continents, oceans, mountains and rivers. Vegetable and animal life are evident in this new world, and it is probably inhabited by races yet unknown to the dwellers upon the earth's exterior. That is to say, if his theory is true, it should be possible to sail into the interior of the earth and go on through and come out at the other extremity. It is certainly a bold theory and the author upholds in it a way hard to disprove. The book is very readable and entertaining.

Advertising an Art.

BUT IT SHOULD BE MADE AN ART THAT CALLS BEAUTY TO ITS SERVICE.

Advertising has indeed become an art. It remains for it to become, if not a fine art, at least an art that calls beauty to its service. When it does, much of the energy that is now misdirected, much of the money that is now prodigally wasted in destroying the world's beauty, will be saved.

The right procedure is indicated by the most conspicuous medium for public advertising. The press, in its daily, weekly or monthly forms, offers altogether the best means for calling public attention to all sorts of things. The best of public journals—those which are recognized as the most desirable mediums for advertising, and which consequently obtain the highest prices for their services—make it a rule to classify and restrict in a judicious manner the advertisements that they print. They confine them to certain parts of the publication, they restrict their display to certain decorous styles of type, recognizing that to admit a helter-skelter distribution through all columns, or to display them in incoherent fashion according to the whims of the advertisers, would largely destroy the very objects held in view. The readers of these journals would resent the intrusion of advertising matter into the space set apart for news, editorials, etc., and the influence that gives the advertising value would decline.—From Sylvester Baxter's "The Nuisances of Advertising" in the *January Century*.

We have received from the publishers, Frederick J. Drake & Co., Chicago, a book written by Calvin F. Swingle, captioned "Complete Examination Questions and Answers for Marine and Stationary Engineers." The book is just what its name implies—complete, for we do not see why any man or boy who can read could not understand the instructions in this book. Mr. Swingle

certainly has a wonderful faculty of making appear easy the things we always supposed were intricate. It seems to us that no engineer or fireman in the country should be without one of these books—nor do we believe they would be if they knew of the vast amount of practical knowledge and help it contains. The book is bound in flexible leather, size 4½x7—just fits the pocket.

Panorama of Finance and the Markets.

As one would expect of a great metropolitan newspaper having the facilities of The Chicago Record-Herald, that paper always covers the markets and financial and commercial intelligence generally on a scale of exceptional fullness, covering two entire pages of each issue. The quotations on live stock, grain and provisions, stocks and bonds, and in fact every commercial and financial market in which the people of the Northwest are interested, are thoroughly complete and satisfactory.

Special cables tell the story of finance abroad. The "Speculative Gossip," "Wall Street Talks" and "LaSalle Street Notes" are features of The Record-Herald market page that interest speculators from the Pacific to the Atlantic coast. They tell of the undercurrents in the grain and security markets. They relate personal gossip of the pits, in its way as important as the humdrum and routine part of the day's story of speculation. The Wall street letter of John Chambers summarizes the daily history of Gotham's money market in a most entertaining and instructive fashion. Examine the market page of any issue and see for yourself.

McClure's for December has its third article on "Ben Lindsey," of Denver's Juvenile Court—"The Kid's Court," by Lincoln Steffens. It seems to us that Lindsey's name will be written large on history's page as having done more to save the children than any other living man. He has grasped and amplified the fact that children are generally good or bad according to their environment—that laws are made and enforced not to save the human being or to protect it, but to save the dollar—business—that penal institutions are often, in fact almost always, places where crime is taught—beaten into the very soul and tissue of the youth. Youths (mere children, in fact) are forced into companionship with old and hardened criminals. The three articles in McClure's for October, November and December, should be read by every father and mother in the land and we believe will do much to extend the Juvenile Court idea to other big cities.

In the January number of McClure's for 1907, will begin the life of Mary Baker G. Eddy, and the History of the Christian Science Movement. For the first time a complete, impartial and true story of Mrs. Eddy and Christian Science is to be had—it will run throughout the year. Georgine Milmine has written the story—for nearly three years she has pursued her study of the subjects. Five other writers of McClure's staff have worked with her to make this story accurate, fair, unbiased and complete. In view of the fact that for some months the press has been full of diverse and conflicting news and statements regarding Mrs. Eddy, it is evident that accurate knowledge concerning her is difficult to obtain in a short time. Consequently McClure's long and thorough preparation of its series will give us for the first time a true history and account of her and her cult.

A copy of the fifth edition of Mr. Collingwoods' book, "Questions and Answers," based upon the Standard Code of Train Rules as revised June, 1906, has just been received. Mr. Collingwood has brought this helpful mine of information for trainmen, right down to date and it is without doubt the most complete treatise on the subject published. According to our way of thinking, no trainman should be without a copy of this book. It is sold postpaid in paper covers at \$1.00, cloth, \$1.25. Address Train Dispatchers' Bulletin, Toledo, Ohio.

The following is the Section of the Wyoming Election Law to which Brother Dwyer and the Editor called attention about two years ago and which was incorporated in the Wyoming Law at the instance of Brother Dwyer. It's a pity such a law is not on the Statute books of every state.

ELECTORS ATTENTION.

Can vote in Any Precinct in State by Adhering to Requirements.

"Any elector of the state, who from any cause, cannot be at home for election, may vote in any other precinct in the state providing he presents to the precinct in which he wishes to cast his vote a certification setting forth that he is qualified to cast his ballot in his own precinct. Those residing in places where there has been required no prior registration must secure from the county clerk of their county a certificate showing that they are qualified. Electors so voting must vote only as they would at home, that is, for their own county officers.

"All ballots so received in each precinct

must be sent to the clerk of the county in which voter resides where they must be kept sealed until the first day of the official canvass. One of the features of this law is that it will be impossible to tell the results of a close election, until these 'stray votes' have been counted."

"Newspapers Worth Counting" is the name of a unique book to be issued shortly by the Printers' Ink Publishing Company of New York. The forthcoming publication is edited by George P. Rowell who, thirty-eight years ago, established the American Newspaper Directory, and under whose auspices and control it has ever since made its annual appearance. It is the national authority on newspaper statistics, and a study of its pages reveals the interesting facts that only one newspaper in three succeeds in gaining a sale of so many as a thousand copies; and of those that do, only one in five will allow the advertising public to know how many copies they issue. It is a circumstance that affords some satisfaction to this paper that "Newspapers Worth Counting" will record it not only among the one of three but also among the one of five as well. The forthcoming book (500 pages octavo) is one that will greatly interest every man who has to do with advertising. It will be sold for \$1.00 a copy. Subscriptions will be received at this office.

Glad to note the appointment of Brother B. L. Jones as trainmaster of the Columbia District of the first Division of the Atlantic Coast Line. Also Brother W. A. Cole is appointed trainmaster of the Darlington District. Headquarters of both Brother Jones and Cole is Florence S. C.

Jay B. Sucese, trainmaster of the second division, has been appointed superintendent of the entire Monon system and will have his headquarters in Chicago. The appointment dates from November 1, the date on which Mr. Lowell retired from the service of the company. Mr. Sucese, who has been living in LaFayette since 1888, will take his family to Chicago and their removal will cause much regret.

Mr. Sucese began work on the Baltimore & Ohio Southwestern as freight brakeman and rose to the position of trainmaster. His home was at Mt. Vernon. He came to LaFayette in 1888 and took employment with the Monon as freight conductor. On December 24, 1891, he was made trainmaster of the second division and has held that position for almost fifteen years. Mr. Sucese is a quiet and unassuming man, a thor-

ough railroad man and is popular with the employes of the road. His promotion to the position of superintendent will meet with general approval.

Mr. Sucese was at one time a member of the Order of Railway Conductors of America.

Formal Opening Railroad Y. M. C. A. Portsmouth, Ohio.

The Norfolk & Western recently voted to expend \$70,000 in buildings for Young Men's Christian Associations on their line and in connection with the opening of one of these buildings—that at Portsmouth, Ohio, on Thursday, November 15th, President L. E. Johnson of the Company made the following statement:

"This Association is an Association not only of young men who realize its need, but the officials of the road are associated with it in building it and putting the money of the stockholders into it, and for its support, all because we heartily believe in it and we count it as one of the necessary items of expense in modern railroad equipment. There should exist among yourselves an effort to maintain the manhood of your Association work. I congratulate you on the opening of this building, its secretaries, Board of Management and friends, and last but not least, the men who shall be most directly benefited—the men of the Norfolk & Western Railway service, and wish you God-speed in your undertaking in this association for the days to come."

Plan to Solve the Postal Problem.

The Periodical Publishers' Association will suggest a Permanent Postal Tribunal and the Department may Indorse it.

There will soon be presented to the Postal Commission, which by direction of Congress is inquiring into the working of second class mail regulations to learn whether its classification "should not be grounded upon practical rather than ideal distinction," a plan for the settlement of the disputes over classification long troubling the Post Office Department. This plan, it is expected, will take the place of the proposal of the Department, everywhere warmly denounced, to combine the second and third classes of mail at a uniform rate of four cents a pound.

It is in effect that the Commission recommend to Congress the creation of a permanent postal tribunal on the lines of the Inter-State Commerce Commission, to deal with problems in postal classification, as the other Commis-

sion deals with railroad rates. Such a commission, it is contended, would speedily settle disputes which now cause so much friction between the Department and the publishers, and at the same time would rid the second class mail of the many sheets masquerading as periodicals, while really nothing more than gratuitously circulated advertising mediums. The effect of such a clearance would greatly reduce the deficit from second class mail handling and would render abortive further agitation for an increase in the second class rate.

The Publishers' Association will suggest that such a commission be composed of three members, one of whom should be familiar with the publishing business. It should have jurisdiction over all matters of postal classification, with an appeal only to the United States Circuit Court. It should have the right to deny the use of the mails to violators and to pass on all applications for admission to second class privileges.

With such a commission weeding out offenders against the postal regulations, the Association believes that the present rate for second class mail should stand, except possibly in regard to free sample copies of periodicals. The plan has been submitted already to the Post Office authorities and is likely to have their endorsement. If the Commission accepts it, it will probably be enacted into law at the next session of Congress and permanently end the troubles of the Post Office Department over second class mail rates.

The Eleven Lost Days.

The eleven days from September 3 to 13, inclusive, are memorable for having once been entirely omitted from the calendar of the Anglo-Saxon world. The Gregorian calendar was not adopted by the British Empire until 1751, long after most other nations of the civilized world had conformed with it. In that year an act of parliament prescribed that the next year, 1752, should begin on January 1, instead of on March 25, as had previously been the rule, and that in the following September these eleven days should be dropped from the calendar, the day following September 2 being known as September 14. Stirring times those were, too, in which days were not lightly to be spared from a year, with Clive conquering India and Washington beginning the conquest of the Ohio Valley. But the procession of the equinoxes took no note of trifles like these, which could be accomplished as well under one calendrical style as another. It may be observed that, while Gregory dropped only ten days from 1582, eleven

days had to go from 1752, and Russia would have to drop thirteen from 1906 to square her dates with the rest of the world.—*New York Tribune*.

Last winter the "Erie" put on some new and very fine passenger cars for their suburban patrons, and one of their commuters from Essex Fells, Mr. Winchester Adams, sang in the *New York Times* as follows:

There's a fine bit of stock on the Erie
a-roll,
To glad the commuter, his body and soul;
The tinting o'erhead is a delicate green,
The tracings of gold as a border are seen.
The brass-rodged racks all his parcels
will hold,
And the woodwork's the color of bur-
nished old gold;
The lighting's a feature deserving all
praise,
While the heating reminds one of warm
summer days.
The crimson plush seats give a glow to
the car—
The sanitary conditions are without a
mar;
The rests for the feet were adjusted with
care;
The shades at the windows will adjust
anywhere;

The windows are wide and are easily
raised
By a simple device that ought to be
praised;
The seats have no arms and the aisle it is
broad;
The glass ventilators with the tinting
accord.
The coupling steel platform is the best
that is made,
The car moves with ease either up or
down grade;
"Eleven twenty-six" is a joy to the soul
And a fine bit of stock on the Erie a-roll.

Veracity by Wire.

A bright young man was engaged in a desultory conversation with a prominent financier of a most economical disposition, when the great man suddenly invited attention to the suit of clothes he was then wearing.

"I have never believed," said he, "in paying fancy prices for cut to measure garments. Now, here's a suit for which I paid eight dollars and fifty cents. Appearances are very deceptive. If I told you I purchased it for thirty dollars, you'd probably believe that to be the truth."

"I would if you told me by telephone," replied the young man.—*Success Magazine*.

Papa's Boy.

I'm not tired nor sleepy, papa,
But I've been lonesome all this day;
Let us make a train of all ma's chairs
And play we're riding miles away.

We will play our train is limited,
Our freight it runs right through,
And I will be the "engineer,"
And the "conductor" will be you.

So up he takes his little boy,
To the play-room they go in glee,
His baby eyes are filled with joy;
We'll make a big train, papa; you and
me.

The run had been long and hard that day,
But who could refuse that plea?
The "conductor" will be you, papa, you
know,
And the "engineer" will be me.

Our train composed of engine one,
And box cars twenty-three,
And flats and lots of gondolas, too,
The train we run, papa, and me.

Our train was a limited,
We ran right through,
Past New York and Boston,
Niagara and Cedar Rapids too.

Past mountains and valley we fled,
Past green fields and by quiet sea,
Noting signals of green, white and red,
The train that was run by papa and n

Ding, Dong, Choo, Choo, is the signal,
The fast freight is passing by.
With his chubby hand still on the throttle
The station they soon will be nigh.

But some one has boarded the freight,
The "engineer" is faulty we see,
"I'm getting sleepy," his head drops low.
And soon sound asleep is he.

The sand man has done his duty,
And papa's boy has ceased to play,
And with eyes, glowing bright,
Smiles his papa that night,
He'll make a brave engineer some day.
Mrs. JOHN DOBSON.

OBITUARY

ALBRECHT—Brother A. Albrecht, Division 432, Monterey, N. L., Mexico.
 ARMSTRONG—Brother E. R. Armstrong, Division 228, Laredo, Mo.
 BAKER—Brother J. L. Baker, Division 196, Jacksonville, Fla.
 BATHRICK—Brother P. L. Bathrick, Division 356, Great Falls, Mont.
 BYRNE—Brother J. A. Byrne, Division 159, City of Mexico, Mexico.
 CALHOUN—Brother A. R. Calhoun, Division 26, Toledo, Ohio.
 CARSON—Brother J. B. Carson, Division 257, Chickasha, I. T.
 CASE—Brother J. P. Chase, Division 159, City of Mexico, Mexico.
 COFFEY—Brother C. J. Coffey, Division 262, Cleburne, Tex.
 CONNOR—Brother J. J. Connor, Division 200, Bradford, Pa.
 CORBETT—Brother T. Corbett, Division 118, Kankakee, Ill.
 DAUGHERTY—Brother J. W. Dougherty, Division 142, Rawlins, Wyo.
 DONLEY—Brother J. M. Donley, Division 11, Los Angeles, Calif.
 DWYER—Brother J. Dwyer, Division 396, Longview Junct., Tex.
 FENICLE—Brother G. Fenicle, Division 147, Easton, Pa.
 GRIFFIN—Brother H. C. Griffin, Division 57, Fort Worth, Tex.
 HANLON—Brother J. R. Hanlon, Division 289, Wellsville, Ohio.
 HARRISON—Brother R. H. Harrison, Division 386, E. St. Louis, Ill.
 HOLMES—Brother C. R. Holmes, Division 199, Smith's Falls, Ont.
 HOUSE—Brother W. H. House, Division 309, Youngwood, Pa.
 HOWARD—Brother C. A. Howard, Division 331, Columbia, Pa.
 JONES—Brother R. B. Jones, Division 131, Little Rock, Ark.
 KEISER—Brother J. T. Keiser, Division 143, Harrisburg, Pa.
 KELLEY—Brother T. M. Kelley, Division 263, Cumberland, Md.
 KOHLI—Brother J. C. Kohli, Division 299, Lima, Ohio.
 KRUSSE—Brother C. Krusse, Division 43, E. Syracuse, N. Y.
 MANNING—Brother E. S. Manning, Division 38, Des Moines, Iowa.
 MASEMORE—Brother J. A. Masemore, Division 5, Baltimore, Md.
 MASON—Brother J. H. Mason, Division 114, Pittsburg, Pa.
 MOORE—Brother J. Moore, Division 166, Newark, Ohio.
 MCCOY—Brother J. McCoy, Division 51, Tyron, Pa.
 MCNEELAN—Brother G. W. McNeelan, Division 53, Denison, Tex.
 NELSON—Brother N. J. Nelson, Division 159, City of Mexico, Mexico.
 NICHOLAS—Brother J. W. Nicholas, Division 244, Colorado Springs, Colo.
 NIMS—Brother A. W. Nims, Division 299, Lima, Ohio.
 O'CONNOR—Brother J. L. O'Connor, Division 134, Bellevue, Ohio.
 OLIVER—Brother J. R. Oliver, Division 1, Chicago, Ill.
 PEARSON—Brother N. C. Pearson, Division 131, Little Rock, Ark.
 PENFIELD—Brother C. W. Penfield, Division 167, Oswego, N. Y.
 POWELL—Brother F. M. Powell, Division 457, Champion, Ill.
 ROBINSON—Brother W. H. Robinson, Division 138, Garrett, Ind.
 SAPP—Brother W. M. Sapp, Division 428, Monclova, Mexico.
 SHERMAN—Brother H. M. Sherman, Division 495, North Battleford, Saskatchewan
 VESS—Brother S. Vess, Division 137, Osawatomie, Kas.
 VIERS—Brother N. P. Viers, Division 314, Allegheny, Pa.
 WEBER—Brother W. J. Weber, Division 281, Pittsburg, Pa.
 WILLARD—Brother G. B. Willard, Division 159, City of Mexico, Mexico.
 WILKIE—Brother E. M. Wilkie, Division 150, Utica, N. Y.
 WITMYER—Brother J. W. Witmyer, Division 96, Aurora, Ill.

CHERRINGTON—Son of Brother L. W. Cherrington, Division 386, E. St. Louis, Ill.
 FREE—Mother of Brother G. H. Free, Division 143, Harrisburg, Pa.
 GRIFFIN—Sister of Brother M. G. Griffin, Division 465, Salamanca, N. Y.
 SLATTERY—Wife of Brother J. J. Slattery, Division 48, Detroit, Mich.

THE RAILWAY CONDUCTOR

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

General Information Relative to Mutual Benefit Department. -

Assessment No. 466 is for death of A. W. Nims, December 24, 1906.
See Article 27, Laws Governing Mutual Benefit Department.

BENEFITS PAID FROM NOVEMBER 1, TO NOVEMBER 30, 1906, INCLUSIVE.

BEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
4212	W. L. Johnston	53	1290	B	\$2000	Death	Cirrhosis of Liver
4213	W. G. Pinfold	107	6665	C	3000	Dis.	Loss of Arm
4214	G. H. Planders	7	6272	A	1000	Death	Accident
4215	H. N. Drake	283	4878	C	3000	Dis.	Loss of Foot
4216	S. W. Bryden	33	4713	C	3000	Dis.	Loss of Arm
4217	Jno. Flynn	13	2566	B	2000	Death	Corcinoma Stomach
4218	E. G. Coughenour	357	5911	B	2000	Dis.	Loss of hand
4219	J. R. Hill	138	10207	A	1000	Death	R. R. Accident
4220	J. F. Richey	246	11273	A	1000	Death	R. R. Accident
4221	W. D. Meyer	261	6769	A	1000	Death	Typhoid Fever
4222	W. E. Carter	132	198	B	2000	Death	R. R. Accident
4223	P. McClanahan	57	2022	A	1000	Dis.	Loss of Loot
4224	Jno. Balfour	120	3548	C	3000	Death	Cancer of Stomach
4225	E. J. Harvey	317	6300	B	2000	Death	R. R. Accident
4226	Jno. Butts	416	10387	A	1000	Death	R. R. Accident
4227	M. Shea	181	2423	C	3000	Death	Typhoid Fever
4228	Otis Stoddard	465	8716	B	2000	Death	Cancer Liver
4229	F. L. Hunt	174	12644	B	2000	Death	R. R. Accident
4230	A. P. Smith	148	1288	A	1000	Death	Cancer of Stomach
4231	O. H. Bacon	69	3640	C	3000	Death	R. R. Accident
4232	C. T. Phillips	151	5408	C	3000	Dis.	Loss of Foot
4233	J. F. Turley	...	5146	B	2000	Death	Pistol Shot Wound
4234	J. S. Hill	207	9950	B	2000	Dis.	Loss of Arm
4235	W. J. Turbeville	455	8280	A	1000	Dis.	R. R. Accident
4236	W. H. Rowand	446	9761	A	1000	Dis.	Accident
4237	J. C. Hunt	103	7155	A	1000	Dis.	Tuberculosis
4238	J. A. Seel	333	2567	B	2000	Death	Nephritis
4239	Alfred LaFayette	317	7247	A	1000	Death	Cancer of Stomach
4240	C. H. Gaines	320	7121	A	1000	Death	Drowned
4241	Thos. Firman	45	2032	C	3000	Death	Accident
4242	R. J. Neal	175	7601	B	2000	Dis.	Loss of Foot
4243	F. B. McLester	448	3389	A	1000	Death	Kidney Trouble
4244	R. S. McClaffin	159	11792	A	1000	Death	Angina Pectoris
4245	Geo. W. Lewis	162	4062	C	3000	Death	Cancer of Intestines
4246	Claude Garnett	383	4245	C	3000	Death	Abscess of Liver
4247	Grant Guernsey	303	1044	A	1000	Death	Tetanus
4248	L. D. Wilson	55	3445	C	3000	Death	Apoplexy

NUMBER OF MEMBERS ASSESSED.

Series A, 12,065; Series B, 14,532; Series C, 7,200; Series D, 397; Series E, 56. Amount of Assessment No. 466, \$64,597.

FINANCIAL STATEMENT.

Received on Mortuary Assessment to November 30, 1906.....	\$8,927,528.15
Received on Reserve Fund Assessment to November 30, 1906.....	424,442.21
Received on Expense Assessment to November 30, 1906.....	123,155.80
Received on Applications, etc., to November 30, 1906.....	129,333.89

\$9,604,460.05

Total Amount of Benefits paid to November 30, 1906.....	\$8,756,567.00
Total Amount of Expenses paid to November 30, 1906.....	241,740.36
To the Credit of Mortuary Fund, November 30, 1906.....	170,961.15
To the Credit of Reserve Fund, November 30, 1906.....	424,442.21
To the Credit of Expense Fund, November 30, 1906.....	10,749.33

\$9,604,460.05

EXPENSES PAID DURING NOVEMBER.

Fees returned, \$22.00; Sundry expense, \$19.45; Postage, \$342.50; Stationery, and Printing \$617.85; Salary, \$745.00. Mail List, \$6.25.

W. J. MAXWELL, Secretary.

Location and Number of Divisions by States and Provinces.

ALABAMA.	Savanna.... 78	MASS.	Jersey City .490	Clearfield.... 435	Richmond.... 152
Birmingham 334	Salem..... 409	Boston..... 122	Paterson..... 174	Columbia.... 331	Roanoke.... 210
Birmingham 186	Springfield 206	Boston..... 157	Phillipsb'rg 37	Connellsville 357	W'S'H'N'GT'N.
Mobile..... 310	INDIANA.	Boston..... 413	Trenton..... 294	Derry Stat'n 144	Ellensburg. 260
Montgomery 98	Ashley..... 376	Fitchburg... 146	Weehawken 312	Du Bois..... 443	Everett.... 456
Selma..... 185	Elkhart..... 19	Springfield. 198	N. MEXICO.	Dunmore.... 426	Hillyard.... 498
Tusculum... 248	Evansville... 381	Worcester... 237	Albue'que .389	Easton..... 147	Seattle.... 350
ARIZONA.	Frankfort... 254	MICHIGAN.	Las Vegas... 70	Erie..... 64	Spokane... 285
Douglas.... 474	Ft. Wayne. 119	Battle Creek. 6	Raton..... 372	Galeton.... 226	Tacoma.... 249
Prescott.... 493	Garrett..... 138	Detroit..... 48	San Marcial 287	Hallstead... 129	Tekoa.... 481
Tucson..... 313	Huntington 120	E. Sagaw... 192	NEW YORK.	Harrisburg. 143	W. VIRGINIA.
Winslow.... 85	Indianapolis 103	Escanaba... 86	Albany..... 56	Harrisburg. 449	Bluefield... 324
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Cotter..... 475	Logansport. 110	Gr. R'p'ids. 102	Buffalo..... 2	Jersey Shore 168	Grafton.... 190
Ft. Smith... 228	Mich'g'n C'y 213	Houghton... 466	Corning.... 176	Lehighon.... 401	Huntington 136
Jonesboro... 332	New Albany 303	Lonia..... 385	E. Albany... 359	Mauch Ch'nk 153	Hinton..... 140
Little Rock. 131	Peru..... 125	Jackson.... 182	E. Syracuse. 43	McKees R'ks 201	Martinsburg 223
Mena..... 380	Princeton... 418	Marquette... 240	Elmira..... 9	Meadville... 32	Parkersburg 369
Pine Bluff... 251	Richmond... 452	S't Ste Marie 429	Elmira..... 374	New Castle. 326	Weston.... 491
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Order of Railway Conductors--Directory.

GRAND OFFICERS.

A. B. GARRETTSON, Grand Chief Conductor,	Cedar Rapids, Iowa.
L. E. SHEPPARD, Assistant Grand Chief Conductor,	Cedar Rapids, Iowa.
W. J. MAXWELL, Grand Secretary and Treasurer,	Cedar Rapids, Iowa.
E. P. CURTIS, Grand Senior Conductor,	Smithville, Texas.
W. M. CLARK, Grand Junior Conductor, 1152 E. 59th St.	Chicago, Illinois.
S. N. BERRY, Deputy Grand Chief Conductor for Canada, 70 Melbourne ave.	Toronto, Ontario.
J. W. CROCKER, Grand Inside Sentinel, 985 Front st.	Portland, Oregon.
O. L. ROLFE, Grand Outside Sentinel,	Monclova, Coah, Mexico.

TRUSTEES.

J. E. ARCHER, Chairman, 1903 Clay Ave., Houston, Texas.	
W. WELCH, Midland Hotel, Kansas City, Mo.	
W. J. BURKE, Room 41, First National Bank Bldg., Pittsburgh, Pa.	

INSURANCE COMMITTEE.

WM. J. DURBIN, Chairman, 3326 Cedar street, Milwaukee, Wis.	
W. H. INGRAM, St. Thomas, Ont.	W. H. BUDD, Chicago, Ohio.

C. Chief Conductor, S. Secretary. Names in *italic* type are Cipher Correspondents.
Postoffice address of Division officers is same as location of Division, unless otherwise noted.

1-CHICAGO, CHICAGO, ILL., 1st & 3rd Sun. 2 p. m., Masonic Temple, hall 512.	10-SOUTHERN TIER, SAYRE, PA., 1st & 3d Sun., 7:30 p. m., B. R. T. hall.	19-ELKHART, ELKHART, IND., 2d & 4th Sun., 2 p. m., McKean hall, 415 Main st.
C. A. Finney, 7245 Jackson ave., phone Hyde Park 3601.	F. L. Cole, 711 Desmond st., Athens, Pa.	A. C. Brown, 921 Marion St.
C. H. Warren, 3003 Calumet ave., Phone Douglas 2988.	M. O'Brien, 374 Broad st., Waverly, N. Y.	H. Brown, 227 La Porte av., South Bend, Ind.
2-BUFFALO, BUFFALO, N. Y., 1st, 3d & 4th Sun., 2 p. m., Bick's hall, Clinton & Hickory.	11-NEWTON, NEWTON, KAN., 1st & 3d Sun., 2 p. m., K. P. hall.	20-GARFIELD, COLLINWOOD, O., 1st & 3d Sun., 2 p. m. K. F. hall
A. M. York, 375 William st.	H. E. Wertenberg, 208 Allison C. Jno. McCabe, 616 E. 4th st.	S. O. Davis
A. Keating, 458 S. Division St.	12-LACKAWANNA, SCRANTON, PA., 2d & 4th Sun., 2:15 p. m., German I. O. O. F. hall.	R. W. Pierce
3-ST. LOUIS, ST. LOUIS, MO., 2d Sun., 1:30 p. m., Anchor hall, cor. Park & Jeff. ave.	John J. Farrell, Nay Aug, Pa.	21-CRESTON, CRESTON, IA., 2d & 4th Sun., 2 p. m., Potter Post hall, Montgomery st.
E. E. Williams, Kirkwood, Mo. C. J. J. Murphy, Webster Groves, Mo.	S. J. Finerty, 1610 Webster av. Dunmore, Pa.	J. F. Lowery, 308 N. Y. av.
Bell Phone, "Webster" 274 A.	P. F. McCann, 308 Wheeler ave.	J. T. Reynolds, box 112.
4-MARSHALL, OSKALOOSA, IA., 1st & 3d Sun., 2 p. m., Engineers hall, 119 W. High ave.	13-UNION, ST. THOMAS, ONT., 2d and 4th Sun., 2 p. m., Masonic hall, 565 Talbot st.	22-MASON CITY, MASON CITY, IA., 1st & 3d Sun., 10:30 a. m., M. W. A. hall.
J. W. Peacock	Nat. H. Ryan	G. W. Warner, 714 E. Howard C.
M. McCarty, 811 So. D. st.	Jno. MacKensie	R. P. Harmon, 134 Vermilya st.
5-COLLINS, BALTIMORE, MD., 1st & 3d Sun., 2 p. m., hall, Gay & Exeter sts.	14-CLEVELAND, CLEVELAND, O., 2d & 4th Sun., 2 p. m., Pythian Temple, Huron Road S. E.	23-SYLVANIA, TAMAUCA, PA., 1st & 3d Sun. 2 p. m. I. O. O. F. hall.
Theo. Shafer, 723 Canton st.	E. A. Myers, 2307 Prof. st. S. W. C. J. H. Archer, 2323 95th st. S. E.	Wallace A. Ingram
J. M. Kelly, 2015 E. Lombard S. F. F. Hoffmeister, 1731 Wilkins av.	15-STRATFORD, STRATFORD, ONT., 2d & 4th Sun., 2:30 p. m., Societies hall, Downie st.	Robt. J. Kaniner, lock box 733 S.
6-BATTLE CREEK, BATTLE CREEK, MICH., every Tues. 2:30 p. m., K. O. T. M. hall, 18 E. Main N. E. Retallick, 261 E. Main.	W. H. Dunbar	24-ST. ALBANS, ST. ALBANS, VT., 1st & 3d Sun., 2:30 p. m., Morton's hall, 130 Main st.
M. H. Chadwick, 91 S. Monroe S.	R. T. Buchanan, box 488.	D. T. Church, Ferris st.
7-HOUSTON, HOUSTON, TEX., every Mon., 2 p. m., K. P. hall, cor. Main st. & Prairie ave.	16-LONDON, LONDON, ONT., 1st & 3d Sun., 2:30 p. m., K. P. hall, Corling blk. Richmond st.	J. B. Wiley, 22 Bishop st.
T. D. McDonald, 2802 ave. H. Galveston, Texas.	B. W. Bennett, 72 Hamilton Road.	25-MAPLE CITY, OGDENSBURG, N. Y., 1st & 3d Sun., 1 p. m., Maccabee hall, Ford st.
R. E. L. Jenkins, hotel Burnett S.	H. J. Heath, Hyde Park, Ont.	J. J. Williams, 29 Seymour st.
8-ROCHESTER, ROCHESTER, N. Y., 1st and 3d Sun. 3:00 p. m., Reynolds Arcade hall.	17-TORONTO, TORONTO, ONT., 1st & 3d Sun., 2:30 p. m., Occident Hall, Queen & Bathurst sts.	Jas. Baldwin, 91 Knox st.
G. E. Kerner, 47 Hubbell Pk.	W. J. Gray, 95 Kennilworth av.	26-TOLEDO, TOLEDO, O., 2d & 4th Sun., 2:00 p. m., Pythian Castle, cor. Jeff. & Ontario.
J. O. Spielman, 83 Clifton st.	C. Mitchell, 23 Rose ave.	John W. Arnold, 1807 Wayne C.
9-ELMIRA, ELMIRA, N. Y., 2d & 4th Sun., 3 p. m., I. O. O. F. Temple, West Water st.	18-MAGNOLIA, TEMPLE, TEX., every Mon., 2 p. m., I. O. O. F. hall.	H. O. Wright, 355 Irving st.
Thomas Lynch, 357 1/2 W. Clinton st.	R. E. Kilpatrick	27-ARNUM, HAMILTON, ONT., 1st & 3d Sun., 2:30 p. m., A. O. U. W. hall, 24 S. McNab
G. W. Grantier, 460 South Ave. S.	H. W. Smith, 515 N. 1st st.	C. H. Illes, 321 S. Caroline st.
		A. Cameron, 297 York st.
		J. E. Oldfield, 150 S. Catherine st.
		28-CARVER, ATCHISON, KAN., 2d & 4th Sun., 2 p. m., Active hall, 6th and Com'l's.
		J. J. Kelly, 1101 N. 5th av.
		H. P. Ming, 428 S. 4th st.

29-RANDOLPH, OTTAWA, ONT.,
2d & 4th Sun., 2 p. m., Elks
hall, 211 1/2 Wellington st.
A. E. Wright, 625 Somerset st. C.
J. B. Morris, 305 Bronson av. S.

30-OZARK, SPRINGFIELD, MO.
1st & 3d Tues., 2 p. m., K. P.
hall, 220 Commercial st.
W. H. Hunt, 1134 Summit av. C.
L. F. Crutcher, 1418 Benton . . . S.

31-STAR, BURLINGTON, IOWA, 1st
& 3d Sun. 2:15 p. m. Elks' hall.
J. P. O'Keefe, 1003 Summer. C.
R. W. Robinson, 126 Marietta S.

32-KEYSTONE, MEADVILLE, PA.
every Sun., 2 p. m., I.O.O.F. hall.
M. Haugh, 117 Mead ave. . . . C.
S. Purple, 1014 Water st. . . . S.

33-CLINTON, CLINTON, IOWA, 1st
& 3d Mon., 2 p. m., K. P. hall.
Wm. Dorman, 805 Stockholm. C.
N. J. Oakes, 411 Eighth Ave. S.
G. H. Steele, 742 Stockholm st.

34-BOONE, BOONE, IA., 2d Mon.,
9:00 a. m., 4th Mon. 1:30 p.
m., K. P. hall.
S. M. Wooster. C.
Geo. Dodge. S.
W. B. Parkin.

35-NORTH PLATTE, NORTH
PLATTE, NEB., 2d & 4th Mon.,
2:00 p. m., K. P. hall.
A. C. Howard. C.
F. W. Rincker, box 205. . . . S.

36-ARKANSAS VALLEY, PUEBLO,
COLO., every Sun., 2 p. m., K.
P. hall, cor. Main & 2d st.
J. E. Collins, 2014 St. Clair st. C.
W. P. Hastings, care Crews &
Beggs Dry Goods Co. S.

37-DELAWARE, PHILLIPSBURG,
N. J., 1st & 3rd Sun., 2 p. m.,
Oretygia hall, Hanover st.
David W. Stiker, 556 S. Main. C.
Cabin Fishbaugh, 55 Bennett S.

38-DES MOINES, DES MOINES,
IA., 1st & 3d Sun., 2:30 p. m.,
K. P. hall, 6th and Locust.
N. McGrath, 1040 22d st. . . . C.
J. C. Walker, 418 4th st. . . . S.

39-HANNIBAL, HANNIBAL, MO.,
1st & 3d Sun., 2:30 p. m.,
K. P. hall No. 5, 6th & Bdw.
J. Totsch, 106 N. 5th. C.
J. J. Smith, 1228 Lyon st. . . . S.

40-ST. PAUL, ST. PAUL, MINN., 1st
& 3d Sun., 3 p. m., K. of C. hall,
bet. 6th & 7th sts.
W. J. McMillan, 340 Dale st. C.
H. A. Baxter, 352 Moore Bldg. S.

41-MAJOR MORRIS, BLUE ISLAND,
ILL., 2d & 4th Sun., 10 a. m.,
Masonic hall.
E. B. Morrill, 217 York st. . . . C.
E. W. Dee, 7509 Goldsmith av.
Chicago, Ill. S.

42-TRENTON, TRENTON, MO., 1st
& 3d Sun. 2 p. m. I. O. O. F. hall.
O. F. Young, 710 Prospect st. C.
H. Ginn, 401 Cedar st. S.

43-CENTRAL E. SYRACUSE, N. Y.,
1st & 3d Sun., 2:30 p. m., 2d
& 4th Mon., 8 p. m. Worden hall.
Wm. Wilcox. C.
M. E. Sarr. S.
P. S. Aylward.

44-DENVER, DENVER, COLO.,
every Sun. 2 p. m., I. O. O. F.
hall, 1543 Champa st.
W. S. McFarland, 339 S. 13th. C.
F. D. Elliot, Columbia Hotel. S.

45-CHAPMAN, ONEONTA, N. Y.,
1st and 3d Sun. 2:30 p. m.
K. C. hall, Main st.
F. W. Miller, 17 River st. . . . C.
R. V. Humphrey, 1 Hunt st. . . S.

46-MILWAUKEE, MILWAUKEE,
Wis., 1st & 3d Sun., 2 p. m. I.
O. O. F. hall, 408 Grand ave.
F. J. Vebber, 372 Hanover st. C.
N. Watkins, 1st Nat'l Bank. . . S.

47-NORTH STAR, WINNIPEG,
MAN. 2d & 4th Sun., 14:30,
Friendship hall.
A. McMartin, 258 Selkirk ave. C.
D. G. McKay, 846 Main st. . . . S.

48-DETROIT, DETROIT, MICH. 1st
& 3d Sun., 2 p. m., Golden hall.
C. A. Brodie, Lathrop Apart-
ments, Fort st. C.
W. H. McAllister, 191 Farns-
worth ave. S.

49-MOBERLY, MOBERLY, MO., 2d
& 4th Sun. 2 p. m. Rothwell blk
L. E. Jones. C.
Wm. McAllister. S.

50-HARTFORD, HARTFORD, CONN.
2d Sun., 2 p. m., 4th Sun. 10
a. m. 793 Main st.
C. S. Brigham, 10 Belden st. C.
C. H. Curiss, 78 Summer st.,
Bristol, Conn. S.

51-TYRONE, TYRONE, PA., 1st
Sat. 7:30 p. m., G. A. R. hall.
H. L. Chaney, Bald Eagle st. C.
Jas. T. Owens. S.
T. S. Minary, Lock Haven, Pa.

52-NEVERSINK, PORT JERVIS, N. Y.
2d & 4th Sun., 1 p. m. K. P. hall.
A. T. Perry. C.
T. E. Gray, 60 Ball st. . . . S.

53-LONE STAR, DENISON, TEX.,
2d & 4th Sun., 2 p. m., O. R. C.
hall, Main st.
M. S. Barton, 507 W. Chestnut C.
R. T. Arthur, 700 W. Owings. S.

54-NEW YORK CITY, NEW YORK,
N. Y., 1st & 3d Sun., 1:30
p. m., 155 E. 58th st.
Wm. A. Horn, 553 E. 161st. C.
C. F. Heilmann, 609 Van Buren
st., Brooklyn, N. Y. S.

55-KAW VALLEY, KANSAS CITY,
Mo., every Mon. 2 p. m. Arling-
ton hall, 10th & Walnut st.
H. M. Marshall, 1215 Forest. C.
Geo. W. Rose, 305 Ord st. . . . S.

56-Z. C. PRIEST, ALBANY, N. Y.,
1st Sun. 7:30 p. m., 3d Sun.,
2:30 p. m., 50 State st.
M. D. Ikenhoffer, 207 Green. C.
C. M. K. Kelley, 55 Garden st.
Kingston, N. Y. S.

57-EVERGREEN, FORT WORTH,
TEX., Mon. Jan. 14, Feb. 4-25,
Mch. 18, Apr. 8-29, May 20,
June 10, July 1-22, Wed. Jan.
23, Mch. 27, May 29, June 19.
A. O. U. W. hall, cor. Main & 4th
J. A. Starling, 5th & Main, Dallas
News office. C.
M. S. Bogert, 222 Broadway. S.

58-VALLRY CITY, CEDAR RAPIDS,
IA., 1st & 3d Sun., 2:30 p. m.,
over 213 & 215 1st ave.
W. D. Francis, 1610 2d Ave. C.
G. Root, 116 2d ave. S.

59-ALAMO, TEXARKANA, ARK.,
1st & 2d Tues., 8 p. m., Shup-
trine hall 222 1/2 E. Broad st.
C. H. Moss, 220 W. 13th st., Tex-
arkana, Tex. C.
C. R. Johnson, box 85. . . . S.

60-QUEEN CITY, SEDALIA, MO.
1st & 3d Sun., 2 p. m., K. P.
hall, 114 E. 5th st.
C. E. Whitney, 916 S. Vermont C.
J. W. Mallory, 316 Ohio st. . . S.
O. E. Parsons, Probate Court.

61-LA CROSSE, LA CROSSE, WIS.,
1st & 3d Sun., 2:30 p. m.,
K. P. hall, 715 Rose st.
W. A. Cutting, 317 W. av. N. C.
E. A. Sloane, postoffice. . . . S.

62-TRIUMPH, NEWPORT, VT., 3d
Sun., 9 a. m., Lane's Block.
John McEwen. C.
C. L. Hayes. S.

63-SAN JUAN, DURANGO, COLO.,
4th Sun., 8 p. m., K. P. hall.
J. S. Phency, 542 4th ave. . . . C.
B. Gogarty, 1115 4th ave. . . . S.
I. J. Lyons, 833 4th ave.

64-ERIE, ERIE, PA., 1st & 2d
Sun., 2:30 p. m., 1220 State st.
M. W. Ruhling, 660 E. 19th. C.
Jos. Halterline, 809 E. 18th st. S.
T. F. Maurice, 229 E. 9th st.

65-CAMPBELL'S LEDGE, PITTS-
TON, PA., 1st & 3d Sun., 2:30
p. m., Booth hall, S. Main st.
F. C. Brown, 470 N. Main st. C.
D. W. Howell, 39 Montgomery
st., W. Pittston, Pa. S.

66-PINE TREE, PORTLAND, ME.,
3d Sun., 2 p. m., Rossini hall,
E. J. Jeffrey, Gorham, Me. . . . C.
W. Sprague, 810 Congress st. S.

67-WATERLOO, WATERLOO, IA.,
1st & 3d Sun., 9:30 a. m., hall
Haffa building, 1009 4th st.
G. D. Kelly, 312 E. 2nd st. . . C.
H. G. Searles, 421 Argyle st. . S.
Pat Joyce, 510 Logan ave.

68-BARABOO, BARABOO, WIS., 1st
& 3d Sun. 2 p. m., B. L. E. hall,
H. G. Gropp, 818 Oak st. . . . C.
J. Tiltson, 100 1st st. S.

69-EL PASO, EL PASO, TEX. ev'ry
Sat. 2:00 p. m. O. R. C. hall,
W. B. Green, box 546. C.
G. H. Auker, box 455. . . . S.

70-MONTEZUMA, EAST LAS VEGAS,
N. M., every Wed., 7:30 p.
m. Fraternal Brotherhood hall.
A. F. Gatchell, 720 5th st. . . C.
J. M. Lesene, 924 4th st. . . . S.

71-CHATTANOOGHEE, COLUMBUS,
GA., 1st & 3d Mon., 7:30 p. m.,
N. E. Cor. Brd. & 11th sta.,
R. F. Jones, 413 12th st. . . . C.
G. W. Chipley, 1140 5th ave. . S.

72-FARGO, JAMESTOWN, N. D. 1st
& last Sun. 2:30 p. m. Scandia hall
Robt. Tuffs, Moorehead, Minn.,
box 335. C.
D. F. Hayes, 221 6th av. So. . S.

73-ASHTABULA, ASHTABULA, O.,
1st & 3d Sun., 2:30 p. m., O. R.
G. hall, Tyler Block,
V. P. Harvey, 56 Pisk st. . . . C.
L. M. Brackett, 10 Cornell st. S.

74-HENWOOD, DECATUR, ILL.,
1st Sun. 9:30 a. m. & 3d
Sun. 2:30 p. m. K. P. hall.
D. E. Bump, 420 E. Marietta. C.
J. B. Oldridge, 1247 E. Eldora-
do st. S.

75-MT. ROYAL, MONTREAL, QUE.,
2d & last Mon., 1:30 p. m.,
Unity hall.
P. Conners, 1552 St. Denis st. C.
T. Anderson, 50 Charron st. S.

76-SAN ANTONIO, SAN ANTONIO,
TEX. ev'ry Sat. 3 p. m. K. P. hall
Jno. Bollons, 505 Goliad st. . C.
W. A. Shafer, box 313. . . . S.

77-PALESTINE, PALESTINE, TEX.,
every Sat., 2:30 p. m., K. P.
hall, Main st.
J. L. Burd. C.
J. P. Frank, 617 Tenn. ave. . S.

78-ROBINSON, SAVANNAH, ILL.,
2d & 4th Sun., 2:30 p. m., En-
gineers hall.
S. J. Harty. C.
Carl Schoen. S.

79-PEORIA, PEORIA, ILL., 2d & 4th Sun., 10 a. m., Observatory Building, Oak hall 4th floor. W. W. Carroll, 115 Frye ave. .C. J. R. Nelson, 317 Morgan st. .S.

80-WEST FARNHAM, MONTREAL, P. Q., 3d Sun., 2 p. m., 392 Lagachetere st. J. H. Sheldon, Newport, Vt. .C. E. Barnes, Newport, Vt. .S.

81-FRIENDSHIP, BEARDSTOWN, ILL., 2d Mon. & 4th Tues., 7:30 p. m., G. A. R. hall, Main st. C. C. Parker .C. F. L. Gibbs, box 621. .S.

82-DURBIN, MADISON, WIS., 2d Sun., 3 p. m., Brown blk. D. M. Fitzgerald, Park Hotel. .C. J. M. Usher, 209 S. Broom st. .S.

83-GALESBURG, GALESBURG, ILL., 1st Sat., 7:30 p. m., 3d & 5th Sun., 2:30 p. m., K. P. hall, 61 S. Cherry st. Chas. Stofft, 495 Monmouth Bl. C. E. Smith, 1054 E. Brooks st. S. O. N. Marshall, 193 N. Kellogg.

84-PERRY, PERRY, IA., every Sat. 2:30 p. m. A. O. U. W. hall F. S. Craig .C. H. P. Ward .S.

85-AZTEC, WINSLOW, ARIZ., every Mon., 2 p. m., Wood's hall. W. R. King. .C. W. A. Ensign, box EE. .S.

86-DELTA, ESCANABA, MICH., 1st & 3d Sun., 2:00 p. m., I. O. O. F. hall, 113 N. Charlotte st. A. Hinsze, 322 N. Oak. .C. E. H. Gibbs, 617 Jennie st .S.

87-BLOOMINGTON, BLOOMINGTON, ILL., every alternate Sun. 2 p. m., Jacoby hall, N. Main st. T. B. Foster, 1303 N. Lee .C. A. A. Reich, 204 W. Graham .S.

88-ENNIS, ENNIS, TEX., every Tues., 8 p. m., K. P. hall. O. L. Backaloupe. .C. Cecil Faris .S.

89-MONON, LOUISVILLE, KY., every Sun., 9:30 a. m., Falls City hall, 1226 W. Market st. W. H. Wilson, 1725 22d st. .C. S. M. Lawrence, 1715 W. Ky. .S.

90-WASECA, WASECA, MINN., 1st and 3d Sun., 2 p. m., A. O. U. W. hall, Main st. E. W. Clark, Winona, Minn., Schlitz hotel. .C. E. A. Hutchinson, box 117. .S.

91-MT. HOOD, PORTLAND, ORE., 2d & 4th Sun., 2 p. m., K. P. hall, 11th & Alder sts. E. B. Coman, 186 N. 18th st. .C. E. A. Clem, 900 Hawthorne av. S.

92-TERRER HAUTE, TERRE HAUTE, IND., 1st & 3d Sun., 10 a. m. Swope blk., 7th & Ohio sts. C. H. Wilbert, 104 E. Logan st. Brazil, Ind. .C. W. J. Sirang, 814 Wabash ave. S.

93-Ft. DODGE, Ft. DODGE, IA., 4th Sun. 10 a. m. Redmen's hall J. E. Langlois, 702 3rd ave. N. C. G. W. McDonald, 510 4th ave. South. .S.

94-GEO. C. CORNWALL, WINNEMUCCA, NEV., 1st & 3d Tues., 2 p. m., Silver State hall. L. Street. .C. H. M. Leonard, box 28. .S.

95-HARVEY, McCOOK, NEB., 2d & 4th Sun., 3 p. m., Bruy's hall. J. Hegenberger. .C. M. O. McClure .S. H. A. Beale

96-BELKNAP, AURORA, ILL., 1st & 3d Sun., 3 p. m. 8-10 S. B'dway. C. A. Walter, box 30, Downers Grove, Ill. .C. J. H. James, 519 Pearl st. .S. Thos. Flynn, 279 Grant st.

97-ROODHOUSE, ROODHOUSE, ILL., 2d & 4th Sat., 1:30 p. m., Odd Fellows hall. S. M. Drake .C. E. S. Nichols, box 348. .S.

98-MONTGOMERY, MONTGOMERY, ALA., alternate Mon., com. Jan. 7, '07, 9:30 a. m., K. P. hall. A. F. Brock, 623 Mildred st. .C. J. C. Elliott, 325 Catoma st. .S.

99-MONTEVIDEO, MONTEVIDEO, MINN., 2d & 4th Sun., 2:30 p. m., A. O. U. W. hall. Geo. Eastman. .C. J. B. Mullen. .S.

100-HOLLINGSWORTH, COLUMBUS, OHIO, 1st & 2d Sun., 2 p. m., K. P. hall, Main & 3d. F. G. Hunt, 326 Cleveland ave. C. Wm. Hite, 1237 Summit st. .S.

101-MATTOON, MATTOON, ILL., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall. F. B. Helmer, 1417 Wabash .C. F. S. Thomas, box 274. .S.

102-OATLEY, GRAND RAPIDS, MICH., 2d & 4th Sun., 10 a. m., Campew hall, 617 S. Div. st. W. W. Drew, 1022 5th ave. .C. Geo. Lane, 221 12th av. .S.

103-INDIANAPOLIS, INDIANAPOLIS, IND., 1st & 3d Sun., 2 p. m., O. R. C. hall, J. H. Burnell, 203 Tacoma av. C. H. E. Joslin, 6 Walcott st. .S.

104-MILLARD, MIDDLETOWN, N. Y., 1st Sun., 2 p. m., Times bldg., cor. King & Center sts. A. E. Jones, 218 3d st., Union Hill, N. J. .C. Wm. Faulkner, 18 Benton av. S.

105-R. E. HARRIS, MERIDIAN, MISS., every Sun., 3 p. m., Rosenbaum bldg. 4th st. & 23d av. A. J. Teter, 59 Rosenbaum Blg C. Frank Hull, 925 35th ave. .S.

106-ROCK ISLAND, ROCK ISLAND, ILL., every Mon., 9:30 a. m., Engineers hall. I. Rife, Silvis, Ill. .C. M. F. Archer, 2212 6th ave., Moline, Ill. .S.

107-CINCINNATI, CINCINNATI, O., 2d & 4th Sun., 9:30 a. m. Richeieu hall, 9th and Plum. O. A. Haley, Ludlow, Ky. .C. L. B. Grannen, bx. 265 Glendale, O. .S.

108-CRESCENT CITY, NEW ORLEANS, LA., 1st & 3d Mon., 11 a. m., I. O. O. F. hall, Campst. T. J. Jewett, 611 St. Charles. .C. M. A. Smith, 1119 Dante st. .S.

109-CRAWFORD, GALION, OHIO, every Mon., 7:30 p. m., O. R. C. hall, Main st. W. S. Brumbaugh, E. Main st. C. H. E. Zimmerman, 341 S. Union S.

110-LOGAN, LOGANSPOET, IND., 2d & 4th Sun., 2 p. m., Ben Hur hall, 4th & Broadway. Wm. E. Paul, 1019 Linden av. C. F. C. Murphey, 1630 High st. .S.

111-LOS ANGELES, LOS ANGELES, CAL., 1st & 3d Sat., 8 p. m., I. O. O. F. hall, 220 1/2 S. Main W. J. McClurkin, 513 Solano. C. M. J. Horton, 127 W. 33d st. .S.

112-CENTRALIA, CENTRALIA, ILL., 2d & 4th Mon., 7:30 p. m., I. O. O. F. hall. F. H. Cogswell, 226 N. Poplar. C. J. L. Davis, 334 S. Poplar st. .S.

113-BOWER CITY, CHICAGO, ILL., 2d & 4th Mon., 1:00 p. m., 5th floor Northwest hotel, Wells & Kinzie sts. J. P. Sughrue, Nunda, Ill. .C. G. F. Sprague, 2319 Hermitage ave. .S.

114-R. B. HAWKINS, PITTSBURG, PA., 1st Sun., 10 a. m., 3d Sun., 1 p. m., 1119 Penn ave. S. R. Turner, 7031 Bennett st. C. G. E. Vance, 1309 11th st., Altoona, Pa. .S.

115-EL CAPITAN, SAN FRANCISCO, CAL., 2d & 4th Sat., 8 p. m., Mission Masonic hall, 2688 Mission st. J. G. Saxton, Sausalito, Cal. .C. Thos. Billingslea, 2612 Lombard st., box 615. .S.

116-TYLER, TYLER, TEX., 2d & 4th Sun., 1 p. m., Maccabees' hall, E. side square. W. R. Summerville, 318 E. Ferguson st. .C. F. A. Curtis, 500 W. Baw st. .S.

117-MINNEAPOLIS, MINNEAPOLIS, MINN., 2d & 4th Sun., 2:30 p. m., K. P. hall, Masonic Temple, cor. 6th st. & Hennepin av. C. R. Langan, 2741 Fremont ave. S. .C. Geo. M. Miles, 2106 3d av. So. S.

118-I. I. I., KANKAKEE, ILL., 2d & 4th Sun., 9:30 a. m., K. P. Castle hall, East ave. Wm. H. Harris, 65 Cleveland. C. Geo. B. Setts, 106 Station st. .S.

119-WAYNE, Ft. WAYNE, IND., every Sun., 2:15 p. m., O. R. C. hall, 916 Calhoun st. C. T. Matott, 1305 Horace st. .C. T. P. McArdle, 234 E. DeWald S.

120-ATLANTIC, HUNTINGTON, IND., every Sun., 2:30 p. m., O. R. C. cor. Market & Jeff. sts. T. F. Gogerty, 82 E. Market. .C. J. C. Hullinger, 98 Warren st. S.

121-HURON, HURON, S. D., 2d & 4th Sun., 10:30 a. m. Elks hall. W. H. Markey, 419 Beach st. .C. John J. Greene, 265 Iowa st. .S. E. E. Given, 377 Montana st.

122-BOSTON, BOSTON, MASS., 3d Sun., 2 p. m., John Winthrop hall, 446 Tremont st. Rm. 276 J. F. O'Donnell, 3 Burroughs Pl. C. C. D. Baker, 23 Benedict st. Somerville, Mass. .S.

123-MACON, MACON, GA., 1st & 3d Sun., 2 p. m., 408 Poplar st. H. Dickinson, 408 Poplar st. .C. A. W. Staley, 408 Poplar st. .S.

124-WAHSATCH, OGDEN, UTAH, 2d & 4th Fri., 2:30 p. m., K. P. hall, cor. 24th & Wash. ave. Geo. Allen, 3369 Wash. ave. .C. D. L. Boyle, 2618 Lincoln ave. S.

125-FRIENDLY HAND, PERU, IND., every Sun., 10:30 a. m., Red Men's Hall, Post Office blk. W. H. Lofin, 568 W. 3d st. .C. E. E. Smith, 557 W. Main st. .S.

126-OMAHA, OMAHA, NEBR., 1st & 3d Sun., 2 p. m., Continental hall, 15th & Douglas sts. G. T. Joslin, 302 N. 2d st. Council Bluffs, Ia. .C. A. Hystrom, 2211 Grant st., Phone Douglas 6249. .S.

127-JAY GOULD, DANVILLE, ILL., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, Vermillion st.
Wm. S. Drower, 211 W. William st. C.
Wm. Stevenson, 11 Park st. S.

128-CHEYENNE, CHEYENNE, WYO., 1st & 3d Sun., 3 p. m., K. P. hall, 312½ W. 17th.
J. N. Marks, 2019 Eddy st. C.
F. W. Munn, 1717 Ferguson st. S. W. A. Mills, 2115 House st.

129-HALLSTEAD, HALLSTEAD, PA., 2d & 4th Sun., 2 p. m., Van Ness Block.
Ed Gack C.
L. G. Wilmo S.

130-STADACONA, QUEBEC, P. Q., 2d Friday & 4th Sun. 2 p. m. Artisans hall, Levis, Que.
I. Bouthilliet, Levis P. Q. C.
L. Gingras, Etchemin Bridge, Etchemin, P. Q. S.

131-LITTLE ROCK, LITTLE ROCK, ARK., every Mon., 2:30 p. m., O. R. C. hall, 1000 W. Markham.
T. Halliburton, 908 Center st. S. J. S. Barkman, lock box 346. C.

132-SALIDA, SALIDA, COLO., 2d & 4th Sun., 2 p. m., K. P. hall.
M. J. Guerin C.
A. L. Paul S.

133-BOWLING GREEN, BOWLING GREEN, KY., 1st & 3d Mon. & 2d & 4th Tues., 7 p. m., Main & Adams sts.
A. C. Wyatt, 138 Woodford st. C. E. Davis, Clay st. S.

134-BELLEVUE, BELLEVUE, O., 1st, 2d and 3d Mon., & 4th Sun. 2 p. m., K. P. hall.
Thomas Connors C.
L. C. Brown, box 177 S.

135-ROCK CITY, NASHVILLE, TENN., 1st & 3d Sun., 1:30 p. m., Ash & 3d ave. S.
R. T. Allen, 914 S. High st. C.
F. Phelps, 1028 3d ave. S. S.

136-ASHTON, HUNTINGTON, W. VA., 1st & 3d Sun., 2 p. m., hall cor. 9th st. & 4th ave.
J. W. Davis, 926 6th ave. C.
D. J. Moore, 923 7th ave. S.

137-OSAWATOMIE, OSAWATOMIE, KAN., 1st & 3d Sat., 2:30 p. m., A. O. U. hall.
T. W. Collins C.
T. A. Ling S.

138-BRITTON GARRETT, IND., ev'y Sun., 2 p. m., Redmen's hall.
W. C. Gingery C.
J. F. Heffner S.

139-STANTON, KNOXVILLE, TENN., every Mon., 9:30 a. m., French & Robert bldg.
T. J. Thomas, 148 Hinton st. C.
J. W. Beahard, 302 N. Gay st. S.

140-NEW RIVER, HINTON, W. VA., 2d & 4th Sun., 2 p. m., Manhattan hall.
S. B. Hamer C.
J. F. Smith S.
F. L. Cox.

141-ST. JOSEPH, ST. JOSEPH, MO., 2d & 4th Sun., 2 p. m., I. O. O. F. & Charles sts.
W. J. Korner, 315 Market st. S. G. M. Riegin, 1801 Savannah. S.

142-LARAMIE, RAWLINS, WYO. 1st & 3d Wed., 2 p. m., K. P. hall.
Geo. B. Lear, box 76. C.
R. L. Cusack, box 3081 S.

143-DAUPHIN, HARRISBURG, PA., 1st & 3d Sun., 1:30 p. m., Shutzenbaugh's hall.
T. J. Haley, 1253 Swatara st. C. Geo. I. Wood, 1624 No. 3d st. S. Alex H. Eastright, 531 Pepper st.

144-DERRY, DERRY STATION, PA., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, Chestnut st.
P. E. Crum C.
W. J. Dodson, box 373 S.

145-NICKEL PLATE, CONNEAUT, O., 2d & 4th Sun., 2 p. m., G. A. R. hall, Main st.
W. E. Peters, 453 State st. C.
Chas. Shearston, 508 State st. S.

146-E. A. SMITH, FITCHBURG, MASS., 1st Sun., 1:30 p. m., 3d Sun., 7:30 p. m., K. of H. hall.
A. E. Blanchard, 26 Burnhap. C. L. Stone, 126 North st. S.

147-EASTON, EASTON, PA., 2d & 4th Sun., 2 p. m., G. A. R. hall.
Philip Warner, 138 St. Joseph. C. E. Sunderland, 35 N. Warren. S.

148-LOOKOUT, CHATTANOOGA, TENN., 1st & 3d Sun., 2 p. m., Stong's hall, 224 Montg'ry av.
T. Williams, 406 St. Charles st. C. R. B. Stegall, C. N. O. & T. P. yard office. S.

149-JACKSON, JACKSON, TENN., every Sat. 7:30 p. m. Elks' hall.
J. L. Hicks, 167 Highland av. C. G. B. Harris, 202 Poplar st. S.

150-KINGCAID, UTICA, N. Y., 2d & 4th Sun., 1 p. m., Arcanum Temple, Devereux st.
E. A. Anable, 715 Mary st. C.
F. N. Gates, 42 Hicks st. S.

151-TWO RIVERS, MONETT, MO., every Mon., 2:30 p. m., Masonic hall.
W. H. Shipley, box 105. C.
S. C. Horn, box 163 S.

152-RICHMOND, RICHMOND, VA., 1st & 3d Sun., 2 p. m., Fraternal hall, 215 W. Broad st.
H. C. King, 1017 W. Clay st. C. W. L. Harris, 2718 E. Grace st. S.

153-MAUCH CHUNK, MAUCH CHUNK, PA., 2d & 4th Sun., 2 p. m., I. O. O. F. Temple.
F. W. Gower, 417 Centre st. C. E. Mumbower, 412 Centre st. S.

154-BINGHAMTON, BINGHAMTON, N. Y., 3d Sun., 3 p. m., 299 Chenango st. I. O. O. F. hall.
T. L. Vanaman, 9 Sturgis st. C. W. E. Carpenter, 274 Chenango S.

155-SYRACUSE, SYRACUSE, N. Y., 1st & 3d Sun., 2:30 p. m., Elks' hall, 115 S. Salina st.
C. H. Stephens, 100 Massena st. C. J. W. Bates, 145 Clinton av. Albany, N. Y. S.

156-PENNSYLVANIA, CARBONDALE, PA., 2d & 4th Sun., 3:00 p. m., I. O. O. F. hall.
W. F. Peel, 108 Wyoming st. C. H. Loftus, 50 7th ave. S.

157-NEW ENGLAND, BOSTON, MASS., 4th Sun., 10:45 a. m., Elks' hall, 24 Hayward pl.
H. L. Austin, 88 Stoughton ave., Readville, Mass. C.
C. W. Merrill, 29 Evergreen st. Roxbury, Mass. S.

158-BROAD TOP, HUNTINGDON, PA., 1st Sat., 7:45 p. m., 3d Sun. 2:30 p. m., I. O. O. F. hall.
O. M. Keed C.
L. A. Morningstar, 611 Washington st. S.

159-CITY OF MEXICO, CITY OF MEXICO, MEXICO, every Sun., 2 p. m., 5 a Calle de Mina 89.
J. H. Brohaska, Apartado 2030. C. W. A. White, Apartado 2030. S.

160-WYOMING VALLEY, WILKESBARR, PA., 2d & 4th Sun., 2 p. m., I. O. O. F. hall.
W. W. Marsden, 86 Lincoln st. C. J. H. Keuhline, 207 E. South st. S.

161-PARSONS, PARSONS, KAN., every Sun. 2:30 p. m., O. R. C. hall, 1904 Broadway.
B. L. Taft, 1510 Forest ave. C. C. B. Pessenden. S.

162-WEST PHILADELPHIA, PHILADELPHIA, PA., 2d Thur. 8 p. m. 4th Sun. 2 p. m., 1414 Arch st.
John J. Breen, 3227 Locust st. C. B. W. Rulon, 903 N. 42nd st. S.

163-OIL CITY, OIL CITY, PA., 2d & 4th Sun., 2 p. m., Savings Bank Building.
Isaac Heiman, 805 E. 2d st. C. J. W. Baughman, 804 E. 3d st. S.

164-EAGLE GROVE, EAGLE GROVE, IA., 2d & 4th Sun., 2:30 p. m., Masonic Temple.
Geo. H. Trainer, box 570. C.
W. R. Hammond, box 835. S.

165-FT. SCOTT, FT. SCOTT, KAN., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 10 Scott ave.
R. Williams, 123 N. Barbee. C. L. M. Allen, 510 Hill st. S.

166-LICKING, NEWARK, O., 1st & 3d Sun., 2 p. m., 17½ S. Park Place.
F. M. Harris, 69 E. Church st. C. J. S. Woodward, 162 Elmwood. S.

167-FRONTIER CITY, OSWEGO, N. Y., 2d & 4th Sun., 2:30 p. m., Maccabees hall.
W. A. Strong, 165 W. 6th st. C. G. A. Shely, 187 W. 8th st. S.

168-JERSEY SHORE, JERSEY SHORE, PA., 1st & 3d Sun., 2 p. m., Miller blk. Allighney st.
J. A. Peterson, Vilas, Pa. C.
O. L. Herman, lock box 14, Vilas, Pa. S.

169-NEPTUNE, JERSEY CITY, N. J., 2d Sun. & 4th Mon. 2 p. m., Elks' hall, Henderson & York.
T. Delteure, 59 Mercer st. C.
N. McKune, 200 George st., New Brunswick, N. J. S.

170-CAMDEN, CAMDEN, N. J., 1st & 3d Sun., 1:30 p. m., Morgan's hall, 4th & Market st.
J. T. Mason, 60 W. Chestnut ave., Merchantville, N. J. C. T. C. Wallace, 19 s. So. Caroline st., Atlantic City, N. J. S.

171-THOS. DICKSON, MECHANICSVILLE, N. Y., 1st & 3d Sun., 1 p. m., I. O. O. F. hall 2d ave.
T. J. Holloran, 149 5th ave. C. H. I. Gardner, 230 Park Place. S. Geo. H. Busseno, 2122 5th ave., Troy, N. Y.

172-MOUNTAIN CITY, ALTOONA, PA., 2d Sun., 2 p. m., 4th Sun., 7:30 p. m., Ramey hall.
John W. Rutter, 712 6th st. C. Wm. Bowen, Conemaugh, Pa., box 97. S.

173-LONG PINE, CHADRON, NEB., 1st & 3d Sun. 2 p. m., I. O. O. F. hall.
E. L. Godsall C.
C. H. Crist S.
A. M. Wright.

174-EUREKA, PATERSON, N. J., 3d Sun, 9:30 a. m. Ash bldg. 180 Market st.
J. D. Henion, N. Paterson, N. J. C.
W. O. Stiles, Ridgefield Park, N. J., Bergen Co. S.

175-MEMPHIS, MEMPHIS, TENN., every Sun., 2 p. m., I. O. O. F. building, N. Court & Main.
J. G. Jones, 302 McLemore av. C.
L. T. LaBell, 779 N. Manassas. S.

176-CORNING, CORNING, N. Y., 1st & 3d Sun., 2 p. m., Red Men's hall, over 19 E. Market
R. E. Maleady, 63 W. 1st st. C.
A. H. Aggett, 230 Chemung st. S.

177-ALLIANCE, ALLIANCE, O., 1st Sun., 1 p. m., K. O. T. M. hall
F. W. Johnson, E. Market st. C.
M. R. Mathews, 41 Geiger av. S.

178-GREAT NORTHERN, GRAND FORKS, N. D., 3d Sun., 8:30 p. m., I. O. O. F. hall.
J. M. Cooper, 12 Chestnut st. C.
W. A. Stewart. S.

179-TOPEKA, TOPEKA, KAN., 2d Sun., 2 p. m., A. O. U. W. hall, cor. 6th & Jackson sts.
Richard Wilson, 325 Klein st. C.
C. A. Horn, 221 Lake st. S.

180-ATLANTA, ATLANTA, GA., every Sun., 2 p. m., 57½ E. Hunter st.
H. M. Patton, 269 Clark st. C.
E. A. Warwick, 314 W. Alabama st. S.

181-CHILLICOTHE, CHILLICOTHE, O., 1st & 3d Sun., 2 p. m., O. R. C. hall Merkle blk.
E. K. Cleveland, 164 Bridge. C.
T. J. Hickey, 573 E. 4th st. S.

182-WOLVERINE, JACKSON, MICH., Alt. Sun., 2:30 p. m., B. of L. E. hall, Webb Bldg.
S. Frounfelker, 819 S. Milwaukee st. C.
G. B. Griswold, 224 S. Pleasant st. S.

183-KNOBLEY, CUMBERLAND, MD., 2d Tues. & 4th Sun., 1:30 p. m., White's hall.
C. E. Savage, Keyser, W. Va. C.
L. W. McNemar, 175 Seymour St.

184-BLUE RIDGE, CLIFTON FORGE, VA., 1st Mon. 7:30 p. m. 3d Wed., 2 p. m., Masonic hall.
W. T. Morris. C.
J. E. Driscoll, box 302 S.

185-LANIER, SELMA, ALA., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.
J. C. Austin. C.
W. E. Stoddard, cor. Church & Dallas. S.

186-BIRMINGHAM, BIRMINGHAM, ALA., 2d & 4th Sun., 1:30 p. m., 2021 3d ave., 3d floor.
R. W. Conley, 2212 6th ave. C.
R. G. Thomas, 1719 ave. "G" S.

187-SUNBURY, SUNBURY, PA., 2d & 4th Sun., 2 p. m., Guyer's hall, Market & 3d st.
Wm. E. Hockenbroch. C.
S. Geasey, 125 Ayl st. S.

188-STANBERRY, STANBERRY, MO., 4th Sun., 2 p. m., K. P. hall.
M. Ward. C.
F. H. Hecox. S.
J. C. Besinger.

189-FRONTIER, SARNIA, ONT., 1st & 3d Tues., 7:30 p. m., I. O. O. F. hall.
J. Vicary, Tunnel P. O. C.
H. Bell, Tunnel P. O. S.

190-GRAFTON, GRAFTON, W. VA., 1st & 3d Sun., 2 p. m., K. P. hall
M. M. Patton, 12 E. Wilford st. C.
J. C. Duffy, 120 W. Washington st. S.

191-YELLOWSTONE, GLENDALE, MONT., 1st & 3d Wed., 2 p. m., Masonic hall.
A. E. Anderson, box 268. C.
..... S.

192-EAST SAGINAW, EAST SAGINAW, MICH., 2d & 4th Sun., 10 a. m., Myrtle hall, Potter st.
L. Knickerbocker, 1102 Johnson st. C.
B. Langtree, 516 N. Franklin. S.

193-BUCYRUS, BUCYRUS, O., 1st & 3d Sun., 2 p. m., Opera house.
W. H. Miller, 611 E. Warren st. C.
D. W. Young, 619 Prospect st. S.

194-BROOKFIELD, BROOKFIELD MO., meets 1st & 3d Sun.; 2d & 4th Mon., 2 p. m., O. R. C. hall.
M. Garvey. C.
W. E. Madden, box 644. S.

195-SIERRA NEVADA, SACRAMENTO, CAL., 1st & 3d Mon. 7:30 p. m., New Foresters' hall.
A. H. Wight, 922 M. st. C.
G. C. LaForge, 1526 F. st. S.
M. V. Murray, 1216 P. st.

196-ST. JOHNS, JACKSONVILLE, FLA., 1st & 3d Sun., 10 a. m., Herkimer bldg. Bay & Newman.
W. H. York, 46 Carrera st., St. Augustine, Fla. C.
T. A. Jones, box 574. S.

197-BRAINERD, STAPLES, MINN., 1st & 3d Sun., 2:30 p. m., Sovereign's hall.
P. Hoffoss. C.
C. A. Collins, lock box 147. S.

198-SPRINGFIELD, SPRINGFIELD, MASS., 1st & 3d Sun., 2 p. m., 535½ Main st.
G. A. Williams, 56 Bancroft. C.
E. A. Sawin, 55 7th st. S.

199-RIDEAU, SMITH'S FALLS, ONT., 1st & 3d Sun., 1:30 p. m. S. of E. hall, Main st.
M. A. Munro, box 349. C.
W. J. Boyd, box 237. S.

200-BRADFORD, BRADFORD, PA., 1st & 3d Sun., 3:30 p. m., Bradburn hall, 95 Main st.
John Duggan, 45 Williams st. C.
F. M. Brown, 49 Amm st. S.
G. C. Fagnon, 75 Kennedy st.

201-McKEE'S ROCKS, McKEE'S ROCKS, PA., 2d Sun., 12 m.; 4th Sun., 6 p. m., Central Time, Fraternal hall, Chartier ave.
J. F. Montgomery, 604 Esplen st., Pittsburgh, Pa. C.
John Daley, 916 1st st. S.

202-AUGUSTA, AUGUSTA, GA., 1st & 3d Sun., 3:30 p. m., Red Men's hall, 8th st.
S. L. Hollingsworth, 504 9th st. C.
W. B. Verdery, 430 Walker. S.

203-HOWE, TRURO, N. S., 4th Sat. 7:30 p. m., McKay's Bldg.
W. J. Ellis. C.
John R. Fisher, box 495. S.

204-QUAKER CITY, PHILADELPHIA, PA., 2d & 4th Sun., 2 p. m., Dental hall, Arch & 13th
Eli Zimmerman, 2069 Belmonte C.
Jas. R. Coulter, 812 W. Lehigh S.

205-R. E. LEE, PORTSMOUTH, VA., 2d & 4th Sun., 2 p. m., Pythian hall.
W. P. McGehee, 112 Wood st. Norfolk, Va. C.
W. J. Luke, Berkley, Va. S.

206-LINCOLN, SPRINGFIELD, ILL., 2d & 4th Sun., 2 p. m., Redmen's hall, cor. 5th & Monroe st.
Geo. H. Knox, 15th & E. Jackson st. C.
J. W. Kapp, 818. S. 9th st. S.

207-AMORY, AMORY, MISS., every Sun., 9 a. m., Masonic hall.
G. J. Frazier. C.
T. F. Gaines. S.
J. C. Glosier.

208-PALMETTO, CHARLESTON, S. C., 1st & 3d Sun., 3 p. m., Irish Vol. Armory, Van str. st.
J. A. Anthony, 8 Ashmeade Pl. C.
H. L. Pinckney, 83 Wentworth S.

209-POCATELLO, POCATELLO, IDAHO, every Mon., 2 p. m., Masonic Temple.
P. C. Murphy, 556 Wyeth st. C.
C. H. Hugbart, 710 E. Center. S.

210-STONEWALL JACKSON, ROANOKE, VA., 1st & 3d Mon., 8 p. m., K. P. hall, S. Jeff. st.
M. J. Jennelle, 422 Campbell av. S. W. C.
O. H. Gish, 1011 5th ave., N.W.S.

211-STEVENS POINT, ABBOTSFORD, WIS., 1st & 3d Sun., 10:30 a. m., Maccabees' hall.
Geo. Tardiff. C.
M. D. Vinkle. C.
W. J. Walters,

212-SLATER, SLATER, MO., 2d & 4th Sun. 2 p. m., I.O.O.F. hall.
J. P. Blakeman. C.
P. E. Clamph. S.

213-BARKER, MICHIGAN CITY, IND., 2d & 4th Sun., 2:00 p. m., I. O. O. F. hall.
Day Ludlum, 218 E. 8th st. C.
Thos. J. Robinson, box 561. S.

214-BARTLETT, MONTGOM, N. B., 3d Sun., 14:30 k Orange hall.
Miles Wilson. C.
W. Crockett, box 473. S.

215-AUSTIN AUSTIN, MINN., 1st Sun., 2:00 p. m., 3d Mon., 7:30 p. m., Germania hall.
J. D. McCormick, 601. Kenwood ave. C.
Walter J. Gibson, 907 Hope st. S.

216-OTTUMWA, OTTUMWA, ILL., every Sun., 2:30 p. m., O. R. C. hall, cor. Main & Market sts.
F. E. Stickney, 201 N. Market. C.
H. L. Lewis, 127 Richards st. S.

217-ANCHOR LINE, ALLEGHENY, PA., 2d & 4th Sun., 2:30 p. m., 105 Federal st., K. P. hall.
J. H. Palmer, 726 Stanton av., Millvale Station. C.
H. Foud, 932 Washington ave. S.

218-SAVANNAH, SAVANNAH, GA., 2d & 4th Sun., 10 a. m., K. P. hall, Barnard & York sts.
J. L. Knowles, 219 39th st. W. C.
Geo. P. Hamilton, 523 Broughton st. E. S.

219-NEW BRUNSWICK, ST. JOHN N. B., 2d Sun., 2 p. m., I. O. O. F. hall, Union st.
Jas. Daley, Queen st. C.
J. C. Johnston, 243 Strait Shores.

220-FREMONT, FREMONT, NEB., 1st & 3d Sun., 2 p. m., Franklin hall.
A. McGregor. C.
J. M. Crutchshank. S.

221-CHARLOTTE, SPENCER, N.C., every Sun. 2 p. m., Masonic hall.
J. H. Richmond, box 109. C.
W. S. Freeman. S.

222-ILLINOIS VALLEY, CHILLICOTHE, ILL., 1st & 2d Sun. 1:30 p. m. Daugherty & Frederick hall.
S. E. Breese. C.
G. R. Allen. S.

223—MARTINSBURG, MARTINSBURG, W. VA., 1st & 3d Mon., 8 p. m., I. O. O. F. hall.
J. W. Rankin, 322 N. Maple . . . C.
J. A. Zepp, 421 W. Race st. . . S.

224—WILMINGTON, WILMINGTON, DEL., 1st & 3d Sun., 1:45 p. m., Eden hall, 10th st., near Orange R. E. Day, 206 W. 23d st. . . C.
J. T. Layfield, 1226 King st. . . S.

225—STUBEN, HORNELLSVILLE, N. Y., Alt. Thur. 2 p. m., B. L. E. hall, 137 Main st.
B. F. Collins, 2 East ave. . . C.
F. P. Hall, 17 Grand st. . . S.

226—GALETON, GALETON, PA., 1st Sun., 2 p. m., Baldwin's hall
C. H. Jacobs . . . C.
S. C. Stambaugh . . . S.

227—CLAUDE CHAMPION, LINCOLN, NEB., 1st & 3d Sun., 2:30 p. m., 141 S. 12th st.
M. E. Shepard, 2309 U. st. . . C.
O. S. Ward, R. 6 Brownell blk. S.

228—FRISCO, FT. SMITH, ARK., every Sun. 3 p. m., I. O. O. F. hall, Gar ave.
A. C. Aden, So. 17th st. . . C.
J. H. Tyler, 400 So. 7th st. . . S.
D. F. Singleton, 1105 N. 12th.

229—NICOLLS, READING, PA., 3d Sun., 1 p. m., Breneiser's hall, 8th & Penn. sts.
John F. McGinn, 228 Greenwich st. . . C.
H. C. Hedley, 1041 Greenwich. S.

230—NEW FRANKLIN, NEW FRANKLIN, MO., 2d & 4th Sun., 2 p. m., K. P. hall.
I. E. Dey . . . C.
A. L. Mudd . . . S.

231—VICKSBURG, VICKSBURG, MISS., 2d & 4th Sun., 8 p. m., K. of C. hall, 403 S. Wash. st.
J. G. Raiford, 819 S. Wash. st. C.
A. L. Jaquith, 401 E. Grove st. S.

232—SIOUX CITY, SIOUX CITY, IA., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 5th & Douglas st.
Ben Bowen, 410 W. 3d st. . . C.
C. D. Hopkins, 903 Court st. . S.

233—POINT PLEASANT, MIDDLEPORT, O., 2d & 4th Sun., 1:30 p. m., Woodmans hall, 3d & Mill S. P. Tinklepaugh . . . C.
C. E. Murray . . . S.
J. M. Caruthers.

234—BERKELEY, BRUNSWICK, MD., every Fri., 7:30 p. m., Swank & George hall.
L. M. Shores . . . C.
J. H. Grimm, box 45 . . . S.
Edw. Sheridan.

235—FREEPORT, FREEPORT, ILL., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 127 Stephenson st.
C. H. Shafer, 138 Galena st. C.
A. S. Earnist, 10 Green st. . S.

236—ST. CLOUD, MELROSE, MINN., 1st Mon. & 3d Sun., 7:30 p. m., K. P. hall.
R. E. Landis, 206 Nelson ave., St. Paul, Minn. . . C.
G. M. Goodman . . . S.
C. A. Yund.

237—WORCESTER, WORCESTER, MASS., 4th Sun., 11 a. m., 405 Main st., Castle hall.
C. D. Balcum, 5 May st. . . C.
W. F. Harburt, 28 Wildwood av. S.

238—SHERIDAN, LAREDO, MO., 1st Mon., & 3d Tues., 7:30 p. m., Masonic hall.
H. C. Beeler . . . C.
A. F. Scott, 718 Bdw. Chilli-cothe Mo. . . S.

239—LEXINGTON, LEXINGTON, KY., 2d & 4th Sun., 8:30 a. m., Woodmans hall, 222 E. Main.
A. H. Watkins, 233 Ky. av. . C.
W. F. Butcher, 145 E. End. . . S.

240—HIAWATHA, MARQUETTE, MICH., 2d Sun., 2 p. m., A. O. U. W. hall.
C. A. Sundberg . . . C.
Dan'l Vaughn . . . S.

241—DE SOTO, DE SOTO, MO., 1st & 3d Sun., 1 p. m., K. P. hall.
Wm. Lynch, box 466. . . C.
R. L. Goff, Main & Boyd . . S.
L. M. Roubush, box 181

242—NIPISSING, NORTH BAY, ONT., 2d & 4th Sun., 2:30 p. m., Brennans hall, Main st.
Thomas Jamison . . . C.
Wilfred Aubry . . . S.

243—MISSOULA, MISSOULA, MONT., 1st & 3d Sun. 2 p. m. Elks' hall,
C. A. Searies . . . C.
K. A. Rollins . . . S.

244—PIKE'S PEAK, COLORADO SPRINGS, COLO., every Fri., 7:30 p. m., Woodmen's hall.
E. C. Heap, 1409 S. Tejon st. C.
Wm. Craig, 1820 Colorado ave. S.

245—WINFIELD, ARKANSAS CITY, KAN., 1st & 3d Sun. 2 p. m. F. A. A. hall, over State Bank.
A. C. Fay 419 N. A. st. . . C.
F. J. Vogel, 805 S. B st. . . S.

246—JOHN MCCONIFF, WYMORE, NEB., 1st, 3d & 5th Sun. 2:30 p. m., A. O. U. W. hall.
E. E. Wheeler . . . C.
J. D. Pennington, lock box 145 S.

247—FISHER'S PEAK, TRINIDAD, COLO., 1st & 3d Sun. 2:30 p. m., I. O. O. F. hall, E. Main st.
Maurice O'Connor, 500 E. Main. C.
Geo. C. Bateman, 201 E. Main. S.

248—TUSCUMBIA, TUSCUMBIA, ALA., 2d & 4th Sun., 2 p. m., K. P. hall, Main st.
John S. Murphy, Sheffield, Ala. C.
J. B. McCrory . . . S.
C. N. Looney, Sheffield, Ala.

249—MT. TACOMA, TACOMA, WASH., 2d & 4th Sun., 1:30 p. m., I. O. O. F. hall, 712 Pacific av.
J. W. Stamper, 1207 S. 16th st. C.
A. G. Bradbury, 903 1/2 Pac. av. S.

250—TWIN CITY, BRISTOL, VA., 2d & 4th Sun., 3 p. m., Masonic hall, Virginia st.
H. D. Millard, 502 Virginia st., C. M. O. Wood, 618 Moore st. . S.
W. W. Boas, 4th st.

251—COTTON BELT, PINE BLUFF, ARK., every Sun., 2:30 p. m., K. P. hall.
J. A. Holmes, 713 W. 3d av. . C.
F. M. Culver, 1021 E. 7th ave. S.

252—HOLY CROSS, LEADVILLE, COLO., 1st & 3d Sun., 7:30 p. m., I. O. O. F. hall.
David Daly, box 683 . . . C.
I. Van Dyne, box 683 . . . S.

253—GOGEBIC, ASHLAND, WIS., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 3d st. W.
F. B. Dick, 1709 5th st. E. . . C.
J. B. Murphy, 308 3d Ave. E. S.

254—CLOVER LEAF, FRANKFORT IND., 2d & 4th Sun., 10 a. m., Maccabee hall.
Chas. F. Eckler, 603 N. Colum-bia st. . . C.
C. E. Stone, 350 E. Paris st. . S.

255—MOUNTAIN, MEDICINE HAT, ALBERTA, 1st & 3d Wed., 14:30 k, Cochran's hall, S. Ry. st.
Sam'l. W. Sprague . . . C.
T. C. Blatchford . . . S.

256—SAN GABRIEL, SMITHVILLE, TEX., 2d & 4th Sun., 2:00 p. m., K. P. hall.
A. R. Taber . . . C.
G. M. Loughridge, box 166 . . S.

257—WASHITA VALLEY, CHICKA-SAW, I. T., 1st & 3d Sun., 2:30 p. m., Masonic Hall.
Chas. W. Moffatt . . . C.
E. T. Hatten, 414 S. 6th. . . S.

258—ABERDEEN, ABERDEEN, S. D., 2d Sun., 2:30 p. m., A. O. U. W. hall, 402 S. Main st.
C. A. Nelson, 814 Maple av. E. C.
W. R. Foster, 514 S. 1st. . . S.

259—FOND DU LAC, FOND DU LAC, WIS., 1st & 3d Sun., 2 p. m., 479 Main st.
Eugene Sweeney, 319 Forest . C.
V. O. Zimmerman, 409 Wis. av.
North Fond du Lac, Wis. . . S.

260—ELLENSBURG, ELLENSBURG, WASH., 3d Sun. 1 p. m., I. O. O. F. hall.
J. D. Matthews, box 233 . . . C.
D. V. Auk, box 25 . . . S.

261—SAN LUIS, SAN LUIS POTOSI, MEX., every Mon., 8 p. m., 4a Calle de Maltas No. 8.
E. F. Thompson, Box 171 . . C.
W. D. Ives, Box 171 . . . S.

262—RED RIVER, CLERBUNE, TEX., every Mon. 7:30 p. m., K. P. hall
W. A. Parrish, 125 McClain st.
Gainesville, Tex. . . C.
B. E. Prickett, 821 N. Robin-son st. . . S.
W. E. Nowlin, W. Wilson st.

263—CUMBERLAND, CUMBERLAND, MD., 2d Sun. 1 p. m., 4th Sat. 8 p. m., I. O. O. F. room, City hall.
J. B. Coulehan, 339 N. Centre. C.
C. A. Schmuts 85 Highland st. S.

264—RALEIGH, RALEIGH, N. C., 2d & 4th Sun., 2 p. m., Odd Fellows' hall, Home building.
H. J. Stewart . . . C.
W. W. Newman, box 222 . . . S.

265—CHANUTE, CHANUTE, KAN., 2d & 4th Sun., 2 p. m., Masonic Temple.
W. Hart, 18 N. Steuben st. . . C.
P. Farrell, 205 W. 3d st. . . S.

266—STAKED PLAINS, BIG SPRINGS, TEX., every Mon., 3 p. m., K. P. hall.
Otto Elliott . . . C.
T. F. Shepley . . . S.
W. A. Mahis, Box 120

267—PACIFIC, VANCOUVER, B. C., 3d Mon. 20 k. S. O. E. hall, 542 Granville st.
Geo. W. Hatch, 731 Beattie st. C.
H. Buckley, 1122 Pender st. . S.

268—MARION, MARION, IA., 2d & 4th Sun. 7:30 p. m., G. A. R. hall.
F. B. Cornelius . . . C.
B. Bulkeley . . . S.

269—BORDER CITY, VAN BUREN, ARK., every Sun. 2:30 p. m., Lynch hall, Main st.
W. L. Marshall, lock box 534. C.
J. F. Adkins . . . S.
Wm. Wells, lock box 513.

270—YOUNGSTOWN, YOUNGS-TOWN, O., 2d Sun., 2 p. m., 4th Mon., 7 p. m., Carpenter's hall.
J. W. Holloway, 201 W. Market st., Warren, O. . . C.
H. E. Reed, 613 McKinley av. S.
Geo. Hopper, 624 Holmes st.

271-CAPE FEAR, WILMINGTON, N. C., 2d & 4th Sun., 2 p. m., K. P. hall.
J. M. Walker.....C.
T. J. Poe.....S.

272-MONTANA, HAYRE, MONT., 1st & 2d Sun., 2:30 p. m., Chesnut hall.
J. Strain.....C.
A. D. Smihk.....S.

273-GUERSEY, CAMBRIDGE, O., 1st & 3d Sun., 7 p. m., Pathfinder's hall.
W. S. Davis, 514 S. 9th st....C.
D. C. Ford, 944 Steubenville...S.

274-KAUKAUNA, SO. KAUKAUNA, Wis., 1st & 3d Sun., 2:00 p. m., C. O. F. hall.
M. D. Munger, Shawano, Wis. C. F. M. Schmidt, box 320.....S.

275-GAUDALUPE, YOAKUM, TEX., every Sun., 3 p. m., Orth bldg.
J. O. Sloan.....C.
C. T. Wade.....S.

276-PRAIRIE VIEW, GOODLAND, KAN., 1st & 3d Sun., 1:30 p. m., Masonic hall.
J. W. Dodds.....C.
C. E. McCaslin, box 438.....S.

277-PAN HANDLE, WELLINGTON, KAN., 2d & 4th Wed., 4 p. m., B. of L. F. hall.
Geo. P. Hamblin.....C.
R. F. Finney.....S.

278-DENNISON, DENNISON, O., 1st Tues., 1:00 p. m.; 3d Sun., 7 p. m., M. W. of A. hall.
T. B. Flood, Box 712.....C.
J. A. Gray, box 111.....S.
C. B. Polen.

279-MISSOURI, JEFFERSON CITY, Mo., 2d & 4th Sun., 2:30 p. m., I. O. O. F. hall.
Chas. Ewen, 721 Broadway...C.
B. R. Cromley, 304 Lafayette...S.

280-BESSEMER, ALBION, PA., 1st & 3d Mon., 1:30 p. m., I. O. O. F. hall, Main st.
W. H. Burdick, Greenville, Pa. C. S. D. Naylor.....S.

281-GLENWOOD, PITTSBURG, PA., 1st Sun., 2:30 p. m.; 3d Sun., 7:30 p. m., Trust hall.
Wm. Littlehale, 2176 2d ave. C. W. M. Shipley, 6917 Kelly st. S.

282-NEEDLES, NEEDLES, CAL., every Thur., 2 p. m., K. P. hall.
F. W. Searle.....C.
W. H. Safford, Box 28.....S.

283-MARCELINE, MARCELINE, MO., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.
C. D. Williams.....C.
S. R. Fuller.....S.

284-SUL ROSS, WACO, TEX., 2d & 4th Sat., 7:45 p. m., Macabee's hall, 6th & Austin sts.
A. G. Hawkins.....C.
W. S. Gillespie, 111 S. 4th st. S.

285-SPOKANE, SPOKANE, WASH., 1st & 3d Tues., 7:30 p. m., Frat. hall, Sprague & Wall sts.
Jas. M. Shannon, 1623 Atlantic C. Jesse Huxtable, 214 E. Nora...S.

286-KAKABECA, FT. WILLIAM, ONT., 2d & 4th Wed., 14 k. L. O. L. hall.
L. L. Peltier.....C.
J. A. Gillis, Box 156.....S.

287-OBRA, SAN MARCIAL, N. M., every Mon. 2 p. m., Masonic hall.
J. A. McCallum.....C.
M. Harrison.....S.

288-SUPERIOR, WEST SUPERIOR, Wis., 1st & 3d Sun., 2 p. m., Terminal hall.
Wm. Bradley, 1508 Broadway. C. F. L. Foote, 1312 N. 17th...S.

289-WELLSVILLE, WELLSVILLE, O., 1st & 3d Sun., 1:30 p. m., Brotherhood hall, 1315 Main st.
E. R. Butler, 1804 Clark av. C. F. J. Packer, 403 14th st. S.

290-WINGO, PADUCAH, KY., every Sun., 2 p. m., Yeiser hall.
W. D. Anderson, 917 S. 11 st., C. A. E. Tonks, 822 Jefferson St. S.

291-MORRIS, HOBOKEN, N. J., 2d & 4th Wed., 10 a. m., 127 Hudson st.
W. S. Bagshaw, D. L. & W. R. R. C. W. S. Newman, " " S.

292-DEER LICK, CHICAGO, OHIO, 1st & 3d Sun., 2 p. m., B. R. T. hall, Myrtal av. & Mauple st.
W. S. Thompson.....C.
J. H. Barnville, L. box 375...S.

293-CHAS. MURRAY, CHICAGO, ILL., 2d & 4th Mon., 1:30 p. m., Cent. Park Hall, cor. Lake & Francisco ave.
Geo. S. Lane, 502 S. 7th ave., Maywood, Ill.C.
J. A. Lewis, 54 N. Washtenaw ave.....S.

294-NEW JERSEY, TRENTON, N. J., 1st & 3d Sun., 2 p. m., Concordia hall, W. State st.
C. J. Scheeler, 48 Charles st. C. J. J. Coleman, 342 Brunswick. S.

295-LORAIN, LORAIN, O., 1st Mon., 9 a. m.; 3d Mon., 7 p. m., Red Men's hall, Penfield ave.
J. Garrigan, 216 Forest st. C. J. J. Pollock, 1724 Penfield av. S.

296-C. W. CLEMENT, RUTLAND, VT., 3d Sun., 6 p. m., G. A. R. hall, Merchants Row.
J. A. White, 45 North St. C. W. E. Amblo, 87 Maple st. S.

297-SOMERSET, SOMERSET, KY., every Wed., 7:30 p. m., Johnston's hall, Main st.
S. E. Lewis.....C.
R. T. Welch, box 225.....S.

298-KANSAS, HERINGTON, KAN., 2d & 4th Sun., 2 p. m., Masonic hall.
J. T. Beem.....C.
W. B. Freeland, lock box 380. S.

299-LIMA, LIMA, OHIO, 2d & 4th Sun., 2 p. m., Mitchell hall, N. E. cor. Main & Public Square.
G. G. Bashore, 624 S. Main st. C. O. D. Fisher, Holland Blk. S.

300-DODGE CITY, DODGE CITY, KAN., every Sat., 1:30 p. m., Masonic hall.
H. L. Hubbard.....C.
J. A. Corey.....S.

301-SEYMOUR, SEYMOUR, IND., 2d & 4th Sun., 2 p. m., New Masonic hall, W. 2d st.
Ford Cox, 418 E. 2d st. C. Eugene Ireland, 301 W. Brown. S. Geo. T. Childers, 230 S. Vine.

302-LAFAYETTE, LAFAYETTE, IND., 1st & 3d Sun., 2:30 p. m., Redmen's hall, 4th and Ferry.
C. E. Ellsberry, 1207 Hartford. C. C. Bloom, 1119 Union ave. S.

303-NEW ALBANY, NEW ALBANY, IND., 1st & 3d Sun., 2:00 p. m., K. & L. of H. hall.
J. H. Cole, 1015 E. Market st., C. W. E. Russell, 912 E. Spring. S. T. C. Laughlin, 1315 E. Spring.

304-PEARL RIVER, CANTON, Miss., 1st & 3d Sun., 4 p. m., Masonic hall.
O. A. Harrison.....C.
W. V. Johnson, Water Valley, Miss.S.

305-LA GRANDE, LA GRANDE, ORE., 1st & 3d Sun., 7:30 p. m., K. P. hall.
T. E. Beuhler.....C.
A. V. Andrews.....S.

306-BAY, W. BAY CITY MICH., 2d & 4th Sun., 11 a. m., I. O. O. F. hall.
C. A. B. Martin, 405 S. Union. C. E. F. Richards, 205 Marquette. S.

307-JERSEY CENTRAL, ELIZABETH, N. J., 2d & 4th Sun., Jacobs' Assembly Room, Jeff. av. & E. Jersey st.
G. B. Van Nortwick, 86 W. Cliff st., Somerville, N. J. C. Philip Backer, 89 W. Main st., Somerville, N. J.S.

308-BLUFF CITY, MT. CARMEL, ILL., 1st & 3d Sun., 2:30 p. m., Schneck's hall, east Market st.
Chas. Matho.....C.
W. R. Struby.....S.

309-W. H. WRIGHT, YOUNGWOOD, PA., 1st Sun., 9:30 a. m., & 3d Sun., 7 p. m., I. O. O. F. hall.
C. E. Brindle.....C.
J. S. Best.....S.

310-MOBILE, MOBILE, ALA., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, St. Michael and Royal sts.
P. M. Hickey, 108 Dauphin st. C. J. P. Collins, 507 Government st. S.

311-NEW YEAR, WAYCROSS, GA., 2d & 4th Sun., 2:30 p. m., Masonic hall.
W. P. Vaughn, 77 Albany ave. C. J. S. Baugh, 77 Albany ave. S.

312-DEFENDER, WEEHAWKEN, N. J., 2d & 4th Sun., 1:30 p. m., Masonic Temple.
E. E. Emmet, 16 1st st., Clifton Park.C.
J. Clark Sheldon, 7 First st Clifton Park.....S.

313-SAN XAVIER, TUCSON, ARIZ., every Sun., 1:30 p. m., A. O. U. W. hall, E. Congress.
G. W. Yancy.....C.
C. F. Davant, box 322.....S.

314-ALLEGHENY CITY, ALLEGHENY, PA., 2d & 4th Sun., 2:00 p. m., I. O. O. F. hall.
W. D. Motheral, 1116 Morrison C. P. Rafferty, 1814 Market st. S.

315-NEGOMIS, CHAPLEAU, ONT., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.
A. E. Wideman, Ft. William, Ont.C.
A. Sweezy.....S.
T. Kehoe.

316-SHAWNEE, SHAWNEE, O. T., every Fri., 8 p. m., O. R. C. hall, Bdw. & Main sts.
M. E. Stansbury, Box 602....C.
D. A. Crafton, box 461.....S.

317-ELM CITY, NEW HAVEN, CONN., 1st & 3d Sun., 10:30 a. m., I. O. O. F. bldg., 95 Crown. I. Wall, 20 Cassius st.C.
F. J. Flanagan, 272 Portsea st. S.

318-ASHEVILLE, ASHEVILLE, N. C., 1st & 3d Sun., 11 a. m., O. R. C. hall, Depot st.
J. H. Gudger, 10 Ora st.C.
C. L. Felmet, 29 Buxton st. S.

319-KEOWEE, GREENVILLE, S. C., every Sun., 3:00 p. m., Carpenter's hall.
L. A. Sifford, 837 W. Wash'ton. C. C. E. Bull, 820 Hampton av. S.

320-MIAMI VALLEY, DAYTON, O.,
1st & 3d Sun., 2 p. m., Hollen-
camp's bldg.
M. J. Maloney, 118 Webster st.,
Middleton, Ohio. C.
F. E. Nichols, 1507 Brown st. . . S.

321-EASTER, SPRINGFIELD, MO.,
2d & 4th Mon. 2 p. m., K. P. hall
A. W. Emery, 1305 Roberson, C.
O. E. Risser, 869 E. Elm st. . . S.
C. H. Hassell, 615 W. Walnut.

322-MAPLE LEAF, LINDSAY, ONT.
1st & 3d Sun. 2:30 p. m. For-
esters hall, 27 Kent st. E.
Wm. H. Crosier. C.
G. H. Adam, Bx. 360. S.
John R. Way.

323-CONGAREE, COLUMBIA, S. C.,
every Sun., 2:30 p. m., Brown's
hall 1730 1/2 Main st.
C. B. Wooten, Shandon. . . . C.
Jas. L. Davis, 1509 Main. . . . S.

324-BLUEFIELD, BLUEFIELD
W. VA., every Sun., 2 p. m.
Masonic hall, Bland st.
J. S. Noel. C.
E. D. Evans. S.

325-GRAND JUNCTION, GRAND
JUNCTION, COLO., 1st & 3d
Thur., 2 p. m., Elks' hall.
C. A. V. Osgood. C.
C. F. McCabe, 403 Ouray ave. . S.

326-NEW CASTLE, NEW CASTLE,
PA., 2d Fri. & 4th Sat., 7 p. m.,
K. of P. hall, 7th Ward.
W. J. Spurrier, 209 Lafayette, C.
Chas. Reinkart, 223 E. Madison S.

327-GOLDEN RULE, EFFINGHAM,
ILL., 1st Sun., 10 a. m.,
I. O. O. F. hall, Main st.
L. M. Hough. C.
M. M. Shorb. S.

328-LAKE PARK, HILLSBORO,
Tex., every Sun., 2 p. m.,
K. of P. hall.
S. M. Nance, R.F.D. No. 9. . . C.
C. S. McKee, 209 Mathew st. . . S.

329-CHAMPION CITY, SPRING-
FIELD, O., 1st & 3d Sun.,
1:30 p. m., P. O. S. A. hall.
B. F. Williams, 267 Clifton st. . C.
Ven Oren, 90 E. Pleasant st. . S.

330-EMPORIA, EMPORIA, KAN.,
1st & 3d Sun., 2 p. m.,
M. W. A. hall, 601 Commercial.
G. A. Ackerman, 226 Neosho. . C.
H. W. Hedgecock, 226 Neosho. . S.

331-SUSQUEHANNA, COLUMBIA,
PA., 2d & 4th Sun., 1:30 p. m.,
Keystone hall, 4th st.
Erwin Buller, Poplar st. . . . C.
J. R. McManus, 465 Walnut st. . S.
H. R. Haefner, 20 S. 5th st.

332-JONESBORO, JONESBORO,
ARK., every Sun., 2 p. m., Ma-
sonic hall, Main st.
J. A. Webb. C.
S. P. Gray, 205 Fisher st. . . S.

333-RENOVO, RENOVO, PA.,
1st & 4th Sun., 1:30 p. m.,
I. O. O. F. hall, 6th st.
John Gilmarth. C.
Wm. F. Deekard, Bx. 461. . . S.
M. T. Cummings.

334-ATONDALE, BIRMINGHAM,
ALA., 1st & 3d Sun., 2 p. m.,
Magnolia hall.
C. B. Carper, 1212 ave. K. . . . C.
T. J. Allen, Jr., 5044 1st ave.,
Woodlawn, Ala. S.

335-CONCORD, CONCORD, N. H.,
1st Fri., 7:30 p. m., 3d Sun.,
12:30 p. m., Capital hall.
J. Follonsbee, 91 Warren st. . . C.
A. E. Bean, 20 Rumford st. . . S.

336-DULUTH, DULUTH, MINN.,
1st Sun., 2 p. m., 3d Sun.,
8 p. m., Maritan hall, 20th
av. W. & Supr. st.
J. H. O'Brien, 28 25th av. W. C.
F. C. Bahr, 419 26th av. W. . . S.

337-BALTIMORE, BALTIMORE, MD.,
2d Sun., 1:45 p. m., 4th Sat., 7:45
p. m., 630 W. Baltimore st.
J. J. Flinn, Camden Station. . . C.
J. E. Gary, Mt. Winans, Md. . . S.
Henry Long, Forest Park.

338-WICHITA, WICHITA, KAN.,
2d & 4th Sun., 7:30 p. m.,
Maccabees hall, 211 E. Douglas.
P. J. Rose, 613 Waco ave. . . . C.
A. Anderson, lock box 844. . . S.

339-WASHINGTON, WASHINGTON,
IND., 2d & 4th Sun., 9:30 a. m.,
Masonic hall.
W. W. Perkins. C.
E. R. Thorpe. S.

340-GLADSTONE, GLADSTONE,
MICH., 2d & 4th Sun., 2:30 p. m.
Fraternity hall, 6th & Delta.
D. Bailly. C.
I. B. Byers. S.

341-CANADAWARAN, NORWICH,
N. Y., 1st Sun., 7:30 p. m.; 3d
Sun., 10:30 a. m. Redmen's hall.
C. T. King, Pine Villa, N. Y. . C.
Curtis W. Dorman, 47 Front. . S.

342-OVERLAND, JUNCTION CITY,
KAN., 1st & 3d Sun., 3 p. m.,
Union hall, Washington st.
J. E. Cave, 708 E. 8th st.,
Kansas City, Mo. C.
R. B. Cunningham, R. R. No. 3 S.

343-BLUE VALLEY, FAIRBURY,
NEB., 2d & 4th Sun., 2:30 p. m.,
K. & L. of S. hall.
B. J. Raney, 914 E. 7th. . . . C.
J. E. Hough, 908 F st. . . . S.
J. L. Hutchison.

344-EAST TORONTO, YORK, ONT.,
2d & 4th Mon., 7:30 p. m.,
I. O. O. F. hall.
J. Hozac, E. Toronto, Ont. . . C.
Edwin Seller, 126 Peter st.,
Toronto, Ont. S.
John White, E. Toronto, Ont.

345-WEST TORONTO, TORONTO
JUNCTION, ONT., 2d & 4th Sun.,
2:30 p. m., The James' Block,
cor. Pacific ave. & Dundas st.
J. J. Walker, 47 Macdonnell st.,
Toronto, Ont. C.
G. A. Woods, 237 Church st.,
Toronto, Ont. S.

346-YELLOW RIVER VALLEY,
TOMAH, WIS., 1st & 3d Sun.,
2 p. m., I. O. O. F. hall.
Thos. Moran. C.
W. S. Johnson, New Lisbon, Wis. S.
W. L. Baker.

347-JULIEN, DUBUQUE, IA., 2d
Sun. & 4th Mon., 2 p. m.,
Union hall, 1965 Couler ave.
B. F. Congdon, 574 Windsor. . C.
J. H. Bassett, 1987 Washington S.

348-TIPTON, TIPTON, IND., 1st &
3d Sun., 10 a. m. Maccabee hall.
F. E. C. Hartman. C.
A. E. O'Beirne. S.

349-CREWE, CREWE, VA., 2d &
4th Sun., 10 a. m., Masonic hall.
J. W. Harding. C.
G. W. Richardson, box 83. . . S.

350-SEATTLE, SEATTLE, WASH.,
2d & 4th Sun., 1:30 p. m., Car-
penter's hall, 1620 4th ave.
H. C. Tieman, 206 Summit av. N. C.
J. H. Monaghan, box 1147. . . S.

351-THREE STATES, PORTS-
MOUTH, O., 1st Tues., 3d Fri.,
7:30 p. m., 2d & 4th Sun., 2 p. m.
R. D. Phelps, 1221 Gd. View. . C.
L. C. Payne, 440 E. 12th st. . S.

352-KREWATIN, KENORA, ONT.,
1st and 3d Sun., 14 k; I. O.
O. F. hall.
J. H. McDonald. C.
W. A. McCullough, box 34. . . S.

353-MINNE - WAUKON, ESTHER-
VILLE, IA., 3d Sun., 10:00 a. m.,
K. P. hall.
J. B. Walters, 918 E. Howard. C.
W. A. O'Neil, 915 E. Maple st S.

354-HAGERSTOWN, HAGERSTOWN,
MD., 1st & 3d Sun., 2 p. m.,
Hose hall, S. Potomac St.
J. D. Boos, 203 Summit ave. . C.
R. S. Clingan, 334 McDowell. . S.

355-ALLANDALE, ALLANDALE,
ONT. 3d Sun. 2:30 p. m. B. R. T.
hall.
K. McLennan. C.
F. Heard, box 16. S.

356-BLACK EAGLE, GREAT FALLS,
MONT., 2d & 4th Sun., 7:30 p.
m., I. O. O. F. hall.
J. H. Hall, box 410. C.
Otto Bjornstad, box 325. . . . S.

357-CONNELLSVILLE, CONNELLS-
VILLE, PA., 2d Sun., 7 p. m.;
4th Sun., 1 p. m. I. O. O. F. hall.
W. S. Shuman, 310 E. Francis, C.
D. T. Hurlman, 410 E. Francis, S.

358-LADAS, THAYER, MO., 1st &
3d Sun., 9:00 a. m., Boyd's hall
H. R. Viggers. C.
G. W. Bowman. S.

359-EXCELSIOR, EAST ALBANY,
N. Y., 1st Sun., 10:30 a. m.,
Vaughn's hall, 439 Broadway,
Rensselaer, Albany, N. Y.
John L. Farmington, 439 Broad-
way, Rensselaer, Albany, N. Y. C.
J. P. Kilmer, 1447 Broadway,
Rensselaer, Albany, N. Y. . . S.
J. J. Ryan, 68 Elm st., Rens-
selaer, Albany, N. Y.

360-MARTIN CLANCY, TWO HAR-
BORS, MINN., 2d & 4th Sun.,
2 p. m., K. P. hall.
H. G. Skinner. C.
Wm. O'Rourke. S.

361-VALLEY, VALLEY JUNCTION,
IOWA, 2d & 4th Sun., 10 a. m.,
Fratern hall.
W. P. Dinsmore. C.
J. A. Gibson. S.

362-VERNON, NEVADA, MO., 2d &
4th Sun., 2:30 p. m., K. P. hall.
G. W. Hufbauer, 1230 E. Lo-
cust st. C.
G. C. Hedges, 720 S. Cedar st. . S.

363-SUGAR CITY, NORFOLK, NEB.,
1st & 3d Sun., 2:30 p. m., Ry.
Emp. hall, Norfolk jct.
A. M. Leach, 401 S. 9th st. . . C.
B. P. Pippin, 1200 4th st. . . S.
S. L. Miller, 712 9th st.

364-GOLDEN GATE, OAKLAND,
CAL., every Wed., 7:45 p. m.,
Fraternity hall, 7th & Paralta.
L. L. Stevens, 820 13th st. . . C.
T. A. Hughes, 2286 West st. . . S.

365-ALFRED BECK, PENSACOLA,
FLA., 2d & 4th Sun. 9:30 a. m.,
K. P. hall.
J. O. Jennings, 316 E. Gadsden C.
W. Humphreys, 236 E. Gregory S.

366-LEEDS, BROCKVILLE, ONT.,
1st Sun., 2:00 p. m., A. O. U.
W. hall, King st.
Adam Young, box 642. C.
R. McConachie, box 533. . . . S.

367-McCOMB CITY, McCOMB CITY,
MISS., 1st & 3d Sun., 2 p. m.,
Masonic hall.
Mat Kennedy. C.
E. L. McLaurine. S.

368 - ARGENTINE, ARGENTINE, KAN., 1st & 3d Sun., 2 p. m., Fireman's hall, Strong ave. S. A. Littlejohn, 18 Manvil. C. Geo. McNeal, 28 S. 7th st. S.

369-PARKERSBURG PARKERSBURG, W. VA., 1st & 3d Sun., 2 p. m., Eastern time, Fraternal hall, Market st. L. W. Woodruff, box 57, Belpre, Ohio. C. Geo. H. Bailey, 558 6th st. S.

370 - PROVIDENCE, PROVIDENCE, R. I., 2d & 4th Sun., 2:00 p. m., Atwell's hall, 402 Westmitster, G. C. Andrews, Godard st. C. Wm. A. Doran, 80 Douglas ave. S.

371 - LIVINGSTON, LIVINGSTON, MONT., 1st & 3d Sun., 2:30 p. m., Masonic hall. J. H. Ryan, 324 E. Colender st. C. C. D. Driscoll, 217 W. Park st. S.

372-CORTEZ, RATON, N. M. every Sun., 2:30 p. m. I. O. O. F. hall. O. P. Coleman, 800 S. 1st st. C. M. A. Brennan, 444 Park ave. S.

373-FOX RIVER, GREEN BAY WIS 2d & 4th Sun., 2 p. m., K. P. hall, c. r. Wash'ton & Main sts. F. W. Welby, 611 Clinton st. C. F. H. Seymour, 802 Cora st. S.

374-INDEPENDENT, ELMIRA, N.Y. 1st & 3d Sun., 2:30 p. m., Red Men's hall, 166 Lake st. B. L. Bennett, 410 Sullivan st. C. F. M. Collier, 1316 Lake st. S.

375-GOLD COIN, CANON CITY, COL. 2d & 4th Sun. 8 p. m. Elks' hall. F. J. Ives, 819 River st. C. A. H. Smith, 1115 Macon ave. S.

376-C. F. WILCOX, ASHLEY, IND., 1st Sun., 2:30 p. m., 4th Thurs. 7 p. m., K. P. hall. G. A. Carr. Wm. Annibal. F. J. Tompkins.

377-JOLIET, JOLIET, ILL., 2d & 4th Sun., 3 p. m., Castle hall. F. W. Hensel, 1513 E. Cass st. C. E. B. French, 102 Winston ave. S.

378-CAPITOL, WASHINGTON, D.C., 2d & 4th Sat. 8 p. m., Home Life Ins. Bldg. 5th & G. st. n. w. S. A. Beard, 132 11th st. s. e. C. W. P. Miller, B. & P. depot. S. J. S. Mewshaw, B. & P. depot.

379-CORBIN, CORBIN, KY. every Sun., 9:30 a. m., I. O. O. F. hall. W. C. Killinger. C. G. R. Sproles.

380-CADDO MENA, ARK., every Sun., 2:30 p. m., Tobin hall. E. E. Ross. C. Warren Huribert, box 256. S.

381-HOWELL, EVANSVILLE, IND., 1st & 3d Sun., 2 p. m., Dickman's hall, 4th st. P. W. Maroney, 1700 E. Franklin. C. L. B. Watkins, box 84. S.

382-PITTSBURG, PITTSBURG, KAN., 1st & 3d Sun., 2:00 p. m., A. O. U. W. hall, E. 3d. O. A. Rogers, 812 N. Joplin st. C. W. B. Comer, 1304 N. Joplin st. S.

383-ALGIERS, LA FAYETTE, LA., every Fri., 7:30 p. m., K. P. hall. H. D. French, 813 Pacific ave., Algiers, La. C. J. J. Vanderlinden, 349 Belleville st., Algiers, La. S.

384-LIBERTY ISLE, TOTTENVILLE N.Y., 4th Sun. 2 p. m., K. P. hall James Gerow. C. W. J. Reeves. S.

385-IONIA, IONIA, MICH., 2d & 4th Sun., 10:30 a. m., Macabee hall. A. W. Merriam, 316 E. Washington. C. E. J. Pixley, 318 Bliss st. S.

386-E. ST. LOUIS, E. ST. LOUIS, ILL., 1st & 3d Sun., 1:30 p. m., Music hall. C. S. Blevins, 37 Highland Pl. C. J. A. Schneider, 4723 N. 27th. S.

387-U. S. HUGHES, WABASH IND., every Sun., 2 p. m., Forrester hall, E. Market st. C. A. Thomas, 10 No. East st. C. R. Palmer, E. Market st. N. O'Brien, Hunnyton & Maple.

388-ALTON, ALTON, ILL., 2d Sun., 7:00 p. m., K. P. hall. J. C. McGuan, 1228 Belle st. C. R. M. Brown, 1217 Main st. S.

389-ALBUQUERQUE, ALBUQUERQUE, N. M., every Mon., 2 p. m., Odd Fellows' hall, S. 2d st. J. E. Tingley, 220 S. Edith st. C. F. A. Nohl, 217 N. Walter. S.

390-SMOKY VALLEY, HOISINGTON, KAN., 2d & 4th Sun., 9 a. m., O'Donnell's hall. F. N. Coleman, lock box 425. C. G. W. Fris, Council Grove, Kan. S.

391-LONG ISLAND, LONG ISLAND CITY, N. Y., 2d & 4th Tues., 12:30 p. m., Masonic hall. G. E. Olin, Amagansett, N. Y. C. W. W. Apgar, Jamaica, N. Y. S. F. C. Newton, Fort Jefferson, N.Y.

392-ORANGE GROVE, SAN BERNARDINO, CAL., 2d & 4th Sat. 8 p. m., Native Sons' hall. F. M. Van Way, 676 3d st. C. E. A. Vaher, R. F. D. No. 1. S.

393-MOOSE JAW, MOOSE JAW, SASKATCHEWAN, 1st & 3rd Wed., 14:30 k., Smith's hall. W. McCauley, River st. E. C. Geo. Wilcox. S.

394-CHOCTAW, HAILEYVILLE, I. T., 1st & 3d Sun., 2:30 p. m., Masonic hall. G. W. Kernell. C. J. H. Combs, Wilburton, I. T. S.

395-SALT LAKE, SALT LAKE CITY UTAH, 2d & 4th Sun., 2 p. m., K. P. hall, 2625 Main st. G. L. Korner, 50 So. 1st West. C. E. S. McCullow, 36 S. st. S.

396-LONGVIEW, LONGVIEW JCT., TEX., every Sun. 9:30 a. m., B. R. T. hall. D. E. Curtis. C. B. F. Stetson, box 411. S.

397-KENTON, COVINGTON, KY., 1st & 3d Sun., 9:30 a. m., K. P. hal, Pike st. and Madison ave. C. King, 101 W. 4th st. C. Wm. S. Mead, 2020 Garrard st. S.

398-DEL RIO, DEL RIO, TEX., 1st & 3rd Wed. 2 p. m., Block's hall. S. F. Cummings. C. S. B. Buchanan. S.

399-LAREDO, LAREDO, TEX., every Mon., 9:30 a. m., K. of P. hall. T. A. Bunn. C. W. H. Dunn, Hamilton hotel. S.

400-WELDON SPRINGS, CLINTON, ILL., 1st & 3rd Sun., 2:30 p. m., B. L. F. hall. O. H. Lawson, 515 N. Quincy st. C. J. L. Ford, 305 N. Madison st. S.

401-VETERAN, LEHIGHTON, PA., 2d & 4th Tues., 2 p. m., Reber's hall, So. 1st st. James N. Miller. C. W. E. Xander, lock box 294. S. H. S. Pennell.

402-MASSILLON, MASSILLON, O., 1st Mon., 7 p. m.; 3rd Sun., 1 p. m., Jr. O. U. A. M. hall. C. A. Bates, 48 Edwin st. C. J. F. Stamets, 441 S. Erie st. S.

403-BANGOR, BANGOR, ME., 2d Sun., 2 p. m., 116 Main st. James Lowe, 4 Elm Terrace Waterville, Me. C. E. W. Cook, 48 High st., Waterville, Me. S.

404-SAN JOAQUIN, KERN CITY, CAL., 2d & 4th Fri., 8 p. m., K. of P. hall. R. M. Warnock. C. C. P. Badger, 707 K st. S.

405-MISSABE, PROCTOR, MIN., 1st & 3d Sun., 9 a. m. Village hall. M. Counihan. C. H. J. Barnard. S.

406-MONMOUTH, MONMOUTH, ILL., 2d & 4th Sun., 7:30 p. m. G. A. R. hall, N. Broadway. W. H. Hewitt, 822 S. 2d st. C. J. T. Darling, 314 So. B st. S.

407-ELK RIVER, CRANBROOK, B. C., 1st & 3d Sun., 2 p. m. Watts block. Joe Jackson, Box 128. C. D. J. McLennan, Box 814. S.

408-EVANSTON, EVANSTON, WYO., 1st & 3d Thurs. 2 p. m., A. O. U. W. hall. H. F. Ritter, 2685 Wall ave., Ogden, Utah. S. H. J. Zepf, box 465. S.

409-TWENTIETH CENTURY, SALEM, ILL., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall. W. B. Henderson, bx. 367. C. A. W. Stanford, Bx. 377. S.

410-BELLE PLAINE, BELLE PLAINE, IA., 2d & 4th Mon., Red Men's hall, 9:30 a. m. Vern Brown, lock bx. 700. C. T. Ogilvie. S. L. P. Grady.

411-PUEBLA, PUEBLA, MEXICO, every Wed., 8 p. m., 3a Benito Juarez No. 10. R. G. Warner, National Hotel, C. A. De Vany, 2a Jures No. 1. S.

412-SEQUOIA, FRESNO, CAL., every Sun. 7:30 p. m., over P. O. E. R. Richey, 2326 Inyo st. C. S. E. Henderson, 110 Thesta st. S.

413-BAY STATE, BOSTON, MASS., 2d Thurs., 1 p. m., 4th Sun., 10:30 a. m., B. L. E. hall, 164 Canal st. Chas. S. Messer, 17 Pearson ave., West Somerville, Mass. C. R. E. Beal, 179 Broadway, Lawrence, Mass. S.

414-KALISPELL, WHITEFISH, MONT., 1st & 3d Sun., 3 p. m., O. R. C. hall. E. A. Logan. C. M. S. Hurley. S. B. S. Robertson.

415-WELBETKA, SAPULPA, I. T., every Thurs., 2:30 p. m., K. P. hall. G. E. Dornblaser. C. B. M. Van Orman. S.

416-POTTSVILLE, POTTSVILLE, PA., 2d & 4th Sun., 1:30 p. m., Mountain City Building. J. M. Fielding, 602 E. Arch st. C. J. M. Matthews, 447 East Market st. S.

417-WOODSVILLE, WOODSVILLE, N. H., 1st Sun., 12:30 p. m., Davison hall. H. C. Gale. C. E. B. Lane. S.

418-PRINCETON, PRINCETON, INDIANA, 2d & 4th Sun., 9:30 a. m., Union hall. R. C. Wilson, 608 S. Sem. st. C. J. D. Ryan, 224 S. Seminary st. S.

419-SHREVEPORT, SHREVEPORT, LA. every Sun. 2 p.m. K.P. hall. Boothe Fain, 1444 Allen ave. . C. R. T. Layne 460 Allen ave. . . S.

420-MOUNT RUNDLELL, STELLARTON, N. S., 1st Sun., 14 k. Keith's hall. G. A. McKay C. M. McGilvery, box 209. . . S.

421-Pecos VALLEY, AMARILLO, TEX., 1st & 3d Sun. 2:30 p. m. 2d & 4th Thurs. 8:30 p. m. Eakle hall. G. H. Odell, 301 Lincoln st. . . C. O. R. Smith. S.

422-CAPE CITY, CHAFFEE, MO., 2d & 4th Sun., 2 p. m. O. R. C. hall. B. H. Riggs, Cape Girardeau, Mo. C. H. M. Jennings, S.

423-DALHART, DALHART, TEX. 2d & 4th Sun., 2:30 p.m. Coon hall. R. H. McKean. C. H. C. Thompson S.

424-DEEP WATER, GULFPORT, Miss., 2d & 4th Sun., 10 a. m. Masonic hall, 27th av. L. M. Martin, 30th av. . . C. E. Langworthy, 1301 30th av. . S.

425-TABLE ROCK, ROSSBURG, OREGON, 1st and 3d Sun. 7:30 p. m., National Son's Hall. L. J. Speck C. A. C. Carey S.

426-ANTERACITE, DUNMORE, PA., 2d & 4th Sun., 2 p. m., over depot. Wm. E. Johnson, 3d & Dudley, C. W. E. Correll, 232 Cherry st. . S.

427-BOX BUTTE ALLIANCE, NEB every Tues., 2 p. m., Odd Fellows hall. J. H. Cantlin C. W. G. Bubank S. L. King box 772.

428-MONCLOVA, MONCLOVA, MEX., every Mon., 7:30 p. m. O. R. C. hall. C. W. Dinsmore C. N. A. Moore, box 18. . . . S.

429-LOCK CITY, SAULT STE. MARIE, MICH., 1st & 2d Sun., 2 p. m., K. of C. hall. F. E. Swift, 526 Elizabeth st. . C. Jno. Hawkins Soc, Ont., care A. C. Ry. S.

430-McLENNAN, MART, TEX. 2d & 4th Sun. 3 p. m., K. P. hall. W. J. Manning, box 501. . . C. C. M. McIntosh box 212 . . S.

431-GULFPORT, GREENSBORO, N. C., 2d & 4th Sun., 2 p. m. K. P. hall. W. S. Witherspoon, 729 Pearson st. C. C. B. Guthrie, 411 E. Lee st. . S.

432-MONTERREY, MONTERREY, N. L. MEX., every Mon., 2 p. m., Sheppard's hall, Calle de Puebla, No. 206. Z. H. Jones, 7 Calle Reforma. C. Geo Hall, 50 Salazar. . . . S.

433-"AT LAST," PITCAIRN, PA., 2d Thurs., 7:30 p. m., 4th Sun., 1:30 p. m., Hoebl's hall. Edw. Price, 7537 Roslyn st., Swissvale Pa. C. J. E. Holahan, Wall, Pa. . . S.

434-GREENVILLE, GREENVILLE, TEX., every Sun., 2:30 p. m., K. P. hall, Lee st. E. F. Odell, 422 Wellington st. C. S. M. Kennedy S.

435-WEST BRANCH, CLEARFIELD, PA., 2d & 4th Sun., 2 p. m., in O. N. A. M. hall, Nichol & River sts. J. E. Donovan C. C. F. Wagner, 17 5th st. . . S.

436-CHIHUAHUA, CHIHUAHUA SHOPS, MEX., every Sun., 3 p.m., O. R. C. hall. D. H. Anglin, box 2. C. E. D. Passis, box 2 S.

437-TRUE BLUE, ELDON, IA., 2d & 4th Sun., 2 p. m., K. P. hall. G. W. Payne. C. I. Forrest S.

438-OSAGE, ELDON, MO., 1st & 3d Sun., 2:00 p. m., Masonic hall. W. M. Campbell. C. H. N. Johnston. S. J. D. Holder.

439-BIG HORN, SHERIDAN, WYO., 1st & 3d Fri., 8 p.m. K. P. hall. D. H. Steere, 406 Gladstone st. A. B. Briggs, box 76 S.

440-PACIFIC, SAN LOUIS OBISPO, CAL., 1st Sun., 2:30 p. m., 3d Sun., 7 p. m., Elks' hall. D. D. Wamsley C. W. A. Kesler S.

441-MT. BLANCA, ALAMOSA, COL. 2d & 4th Sun., 8:00 p. m., Kinch hall. F. L. Edmisten C. Robt. Ginn S.

442-N. D. SCOTT, WHEELING, W. VA., 2d & 4th Sun., 8:00 p. m. 1515 Market st. Orville Fithen, Gen. Delivery, C. W. W. Baggs, Bridgeport, O. S.

443-BUTLER, DU BOIS, PA., 1st Mon. & 3d Sun., 1:00 p. m., Hays' hall, Long ave. Wm. Troan, 215 Morrison st. . C. R. B. Reed, 110 3d st. . . . S.

444-OLEAN, OLEAN, N. Y., 1st & 3d Sun., 7:30 p. m., Sheehan's hall. Peter Welch, 206 N. 6th st. . C. E. A. Swarts, 6 4th st. . . S.

445-DELMAR, DELMAR, MARYLAND, 2d & 4th Sun., 1 p. m., Masonic Hall. A. S. Hurt, Delmar, Del. . . C. H. M. Waller, Delmar Del . . S.

446-ATLANTIC CITY, ATLANTIC CITY, N. J., 2d & 4th Sun., 1:30 p. m., Mich. & Atlantic avs. J. P. Thomas, 556 Ferry av., Camden, N. J. C. J. H. Lance, Hammonton, N. J. S.

447-CHARTIER'S VALLEY, CARNEGIE, PA. 1st Sun. 1:30 p.m. 3d Wed., 6:00 p. m., Mason Bldg. J. J. Daugherty, Sheridanville, Pa. C. F. R. Thomas, 111 Dickman st. S.

448-BRECKENRIDGE, BRECKENRIDGE, MINN., 1st Sun. 10:30 a. m. 3d Sun. 2:30 p. m., K. P. hall. T. N. Crowder. C. W. A. O'Kane S.

449-HARRISBURG, HARRISBURG, PA., 2d & 4th Sun., 1:30 p. m., Eackler's hall, 13th & Derry. E. Richwine, 349 S. 14th st. . C. J. W. Moyer, 1217 Mulberry st. S. E. T. Rafferty, 436 Market st.

450-POTOMAC, ALEXANDRIA, VA., 1st & 3d Sat., 8 p.m., Alixa Nat'l Bank, King & Royal sts. R. H. Sherman, Wellington Va. C. W. B. Smathers, 116 N. Columbus st. S.

451-HAMLET, HAMLET, N. C., 1st & 2d Sun. 2 p. m. B. L. E. hall. G. B. Davis, box 65. C. G. B. Sondley, box 317. . . S.

452-RAILSBACK, RICHMOND, IND. 2d Sun., 2:30 p. m., 4th Sun., 7:30 p. m., Arcanum hall. M. J. Meagan, 406 N. 9th st. . C. V. D. Noland, 119 N. 16th st. . S. O. E. Weaver, 206 N. 19th st.

453-ENDERLIN, ENDERLIN, N.D., 2d & 4th Sun., 2 p. m., Masonic hall. W. W. Shaw. C. L. A. Tripp S.

454-HUNTER, MARSHALL, TEX., 1st & 3d Sun., 2 p.m. K.P. hall. J. E. Powell, 401 Bolivar st. . C. W. F. Thompson, 401 Washington st. S. E. H. Neimeyer, 601 Bolivar st.

455-FILLYAW, FLORENCE, S. C., 1st & 3d Sun., 8:30 p. m., Masonic Temple, Evans st. Thos. H. Hartlee, Jr., box 134. C. L. C. Jones, box 123. . . . S.

456-EVERETT, EVERETT, WASH., 2d & 4th Sun. 8 p.m. K.P. hall. P. H. Garin, 2019 Highland av. C. Geo. Doph, 3201 Bdw. . . . S.

457-GEORGIA, ATLANTA, GA., every Sun. 2 p.m., Kiser bldg. W. A. Wooddall, Ft. Valley, Ga. C. W. L. Alcott, 445 Luckie st. . S.

458-LAKELAND, LAKELAND, FLA. every Sun. 10 a.m. Masonic hall F. H. Hursey C. W. H. Pugh, box 291. . . . S.

459-MCKINLEY, CHAMPAIGN, ILL., 2d & 4th Tues., 7:30 p. m., Engineers' hall, 26 N. Neil st. E. G. Johnston, 636 S. Randolph st. C. M. F. Cooper, 206 W. John st. S.

460-KOKANE, NELSON, B. C., 2d Sun., 14k, Fraternity hall. T. C. Peck, Midway, B. C. . . C. A. Halkett, box 216. . . . S. J. C. Bradshaw, box 628.

461-WHITEHALL, WHITEHALL, N. Y., 2d & 4th Sun., 3 p. m., Pythian hall. J. E. Rhoades. C. Geo. A. Hale, box 253. . . S. Ovid S. Benjamin.

462-ANTIGO, ANTIGO, WIS 1st & 3d Sun., 10 a. m., Elks hall. Edward Cleary C. Geo. E. Porter S.

463-CALGARY, CALGARY, ALBERTA. 2d & 4th Sun. I.O.O.F. hall J. R. Dalton, box 531. . . . C. A. D. Fidler S.

464-BRANDON, BRANDON, MAN., 2d & 4th Sun. 14 o'clock. Foresters' hall, Rosser ave. Silas R. Smith. C. Thos. Brownlee, box 604. . S. C. R. Rupp

465-E. SALAMANCA, SALAMANCA, N. Y., 2d & 4th Sun., 2 p. m., Union hall, Main st. J. J. Kehue C. F. L. Evans, E. Salamanca, N. Y. S.

466-INGOT, HOUGHTON, MICH 1st Thur., 8 p. m., Hartman's hall. C. E. Avery C. H. M. Steffens. S.

467-WABASH TERMINAL, CARNEGIE, PA., 3d Sun. 1:30 p. m. I. O. O. F. hall, Central time. Leo Rice, Pittsburg, Pa. . . C. J. S. Aiken. S.

468-ENID, ENID, O. T., 1st & 3d Sun., 7:30 p. m., Masonic hall. D. M. Hansen, 1800 Maple st...C. W. P. Leslie, 1800 Munroe st...S. J. R. Clover, 1300 Broadway.

469-GARLAND CITY, WATERTOWN, N. Y., 2d & 4th Sat., 2 p. m., K. P. hall, Taggart blk. W. D. Carnes, 97 Franklin st. C. W. M. Raymond, 64 Stone st...S.

470-MISSION, LOS ANGELES, CAL., 1st Fri., 2 p. m., 3d Sat., 8 p. m., 517 S. Broadway, hall No. 4 G. M. Archibald, Gardena, Cal. C. S. C. Schenck, 423 S. Gless st...S.

471-MONONGAHELA, PITTSBURG, PA., 2d Sun., 7:30 p. m., 4th Sun., 10:30 a. m., Weber's hall, 27th & Sarah sts., S. S. W. E. Bowen, Duquesne, Pa...C. W. R. Williams, North View & Oakley sts.S.

472-FAIRMONT, FAIRMONT W. VA., 1st Sun., 2:30 p. m., 3d Sun., 7:30 p. m., I. O. O. F. hall. F. H. Brumage, 408 Market st. C. W. E. Vannort, 220 Guffey st...S.

473-SHAWMUT, ST. MARY'S, PA., 2d & 4th Sun., 2 p. m., Hall's block. R. S. Walker, 301 S. Michael...C. G. M. DeHass, 37 John st...S.

474-COPPER CITY, DOUGLAS, ARIZ., 1st & 3d Fri. 8 p. m., Masonic hall J. L. Sparks...C. W. H. Preston...S.

475-WHITE RIVER, COTTER ARK., 2d & 4th Sun., 2 p. m., Masonic hall. M. Lynch...C. D. E. Austin...S.

476-OKLAHOMA, OKLAHOMA C'Y, O. T., 2d & 4th Sun., 2 p. m., Eagle's hall, Main & Bdw. W. O. Salisbury, 20 E. 8th st...C. W. L. Hopkins, Saratoga hotel S.

477-VIRGINIA, CHARLOTTEVILLE, VA., 2nd & 4th Sat. 7:30 p. m., Odd Fellows' hall, Main st. R. L. Mustoe...C. R. W. Childress...S. F. W. Spicer, 427 N. 1st st...S.

478-MIAPA, TONOPAH, NEV., 1st & 3d Sun., 8 p. m., Miners' Union hall, Main st. W. A. Cheek...C. W. E. Paul, Goldfield, Nev...S.

479-MILAN, MILAN, MO., 2d & 4th Sun., 2:30 p. m., K. P. hall. G. W. Steward, box 168...C. H. H. Title, box 204...S.

480-PINEY WOODS, SILSBERG, TEX., 1st & 3d Sun., 2:30 p. m., K. P. hall. John V. Russ...C. W. J. McGrew...S.

481-TEKOA, TEKOA, WASH., every Sun. 7:30 p. m. Masonic hall J. A. Chidester, box 74...C. T. D. Lake...S.

482-CEDAR VALLEY, CEDAR-TOWN, GA., 1st Mon. 8 p. m., 3d Sun. 2 p. m. O. R. C. hall. C. B. Chapman...C. T. F. Thompson, box 275...S.

483-MINOT, MINOT, N. D., 2nd & 4th Sun., 2:30 p. m. O. R. C. hall, Main st. F. H. Hayes...C. A. L. Hopkins...S.

484-COLONEL LULL, CHAMBERSBURG, PA., 1st & 3d Sun., 3 p. m., Knights Golden Eagle hall. John Betz, 217 Broad st...C. W. L. Dornberger, 559 Broad...S.

485-ETOWAH, CARTERSVILLE, GA., every Sun. 2:00 p. m., O. R. C. hall, Washington ave. I. A. Broome, 400 Polk st., Marietta, Ga...C. W. M. Ross, box 346...S.

486-BOURBON, PARIS, KY., 1st & 3rd Sun., 9:30 a. m. J. W. Throckmorton, 155 Woodland ave. Lexington, Ky...C. H. B. Arnold, 248 Winchester st. S. F. P. Webb.

487-MT. STEPHEN, REVELSTOKE, B. C., 2d Sun. 14:30, Selkirk hall E. S. Bougard...C. E. L. Grimes, box 293...S.

488-WILLIAMSPORT, WILLIAMSPORT, PA., 2nd & 4th Sun., 2 p. m., S. of V. hall. Wm. L. Eisele, 227 N. 4th st., Newberry, Pa...C. J. F. Cupp, 2113 Linn st., Newberry, Pa...S.

489-RIVIERE DU LOUP, RIVIERE DU LOUP, QUEBEC, 1st & 3d Sun. 7 p. m. B. L. E. hall. A. Arcand...C. F. E. King, box 37...S.

490-PAVONIA, JERSEY CITY, N. J., 1st Wed. & 3d Sun., 2 p. m., Union hall, 4th & Grove sts. C. L. Boughner, box 166 Suffern, N. J...C. J. P. Person, 494 Grove st...S.

491-WESTON, WESTON, W. VA., 1st and 3d Sun. 1 p. m. I. O. O. F. hall. J. W. Twyman, 215 No. 7th st., Clarksburg, W. Va...C. W. F. Miles, box 318...S.

492-CANASTOTA, PALMERSTON ONT., 2d Sun. 2 p. m. A. O. U. W. hall, Main st. F. N. P. Kee...C. P. W. Cordingley...S.

493-MT. UNION, PRESCOTT, ARIZ., 2d and 4th Sun. 8 p. m., I. O. O. F. hall, Goodwin st. F. L. Burgett, 219 No. Mar-rius st...C. W. L. Fox, lock box 196...S.

494-WINDSOR, WINDSOR, ON-TARIO, 2d and 4th Sun. 2:30 p. m., Fleming Blk. Salem F. Smith...C. G. Jackson, Goyean st...S.

495-BATTLEFORD, NORTH BATTLEFORD, SASKATCHEWAN, 2d and 4th Sun. Cameron's hall 14 p. m. J. S. Dalsion...C. H. Cameron...S.

496-WAPELLO, OTTUMWA, IA., 2d Sun. 4th Mon. 7:30 p. m. B. L. F. Hall. F. H. Hahn, 224 N. McLean...C. F. C. Bell, 401 N. Clay st...S.

498-HILLYARD, HILLYARD, WASH., 2d and 4th Sun. 10 a. m. I. O. O. F. hall. Chris Nelson...C. C. L. Howard...S.

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1-BETHLEHEM, CLEVELAND, O.,
2d & 4th Thurs., 2 p. m., Pythian Temple, Huron st.
Mrs. E. Ziegler, 3705 Woodland ave. S. E. P.
Mrs. F. W. Marriott, 1448 E. 88th N. E. S.

2-SURPRISE, DANVILLE, ILL.,
1st Wed., I. O. O. F. hall, N. Vermillion st.
Mrs. Anna Sanderson P.
Mrs. Fannie Church S.

3-CAPITAL CITY, COLUMBUS, O.,
1st & 3d Thurs., 2:30 p. m., K. P. hall cor 3d & Main.
Mrs. D. C. Condon, 679 Denison ave. P.
Mrs. E. Higgins, 1339 S. High St.

4-ANDREWS, ELKHART, IND.,
2d & 4th Thurs., 2:30 p. m., W. O. Wall, 1018 Garfield av.
Mrs. Alice Sackett, 811 Strong ave. P.
Mrs. Callie Hoffman, 506 Middleburg st. S.

5-BRICKSON, PHILADELPHIA, PA.,
2d & 4th Wed., 2:30 p. m., Dental hall, 13th & Arch sts.
Mrs. S. Horner, 4021 York Rd. P.
Mrs. B. F. Wiltse, 3257 Woodland ave. S.

6-BANNER, TOLEDO, OHIO,
1st & 3d Fri., 2:30 p. m., Pythian Temple, Jefferson & Ontario sts.
Mrs. Ida Hoover, 901 W. Woodruff ave. P.
Mrs. Millie Myers, Korea Flat No. 1 S.

7-NEWARK, NEWARK, OHIO, 2d & 4th Fri., 2:30 p. m., O. R. C. hall, 17 1/2 S. Side Public sq.
Mrs. W. C. Smith, 27 Buena Vista st. P.
Mrs. Clare Meador, 109 Vallingham st. S.

8-AR, SUNBURY, PA.,
2d & 4th wed., 2 p. m., Guyer's hall.
Mrs. Anna Bailets, 333 Walnut P.
Mrs. Mary Prettyleaf, 228 Pine S.

9-ROBT. PITCAIRN, PITTSBURGH, PA., 2d & 4th Thurs., 2 p. m., 204 5th ave.
Mrs. W. D. Motheral, 1116 Morrison ave., Allegheny, Pa. P.
Mrs. J. A. Reinhart, 201 Mifflin ave., Wilkensburg, Pa. S.

10-FRIENDSHIP, SCRANTON, PA.,
2d & 4th Thurs., 2 p. m., over Erie & Wyoming depot, Dunmore, Pa.
Mrs. Mary Miller, 116 Green Ridge st. P.
Mrs. S. J. Finnerty, 1610 Webster ave., Dunmore, Pa. S.

11-SR. LOUIS, ST. LOUIS, MO.,
1st & 3d Wed., 2:00 p. m., Anchor hall, Jefferson & Park.
Mrs. G. F. Coleman, 4215 Russell ave. P.
Mrs. S. Ryan, 4765 Cote Brilliant ave. S.

12-AUTUMN LEAF, BELLEVUE, O.,
2d & 4th Wed., 2:00 p. m., B. L. E. hall, Kilbourne st.
Mrs. Nellie Zigler, 128 E. Main st. P.
Mrs. Daisy Horton, 521 E. Main st. S.

13-DESOTO, DESOTO, MO., 2d & 4th Wed., 3 p. m., I. O. O. F. hall.
Mrs. Ida Aylesworth P.
Mrs. H. M. True, DeSoto, Mo. S.
14-ENTERPRISE, OTTUMWA, IA.,
2d & 4th Wed., 2 p. m., O. R. C. hall, Main & Market sts.
Mrs. F. W. Jones, 113 N. Cherry P.
Mrs. C. H. Jandrews, 123 Morrell st. S.

15-GALESBURG, GALESBURG, ILL.,
2d & 4th Wed., 2:30 p. m., K. P. hall, South Cherry st. S.
Mrs. G. E. Tracey, 341 N. Chambers st. S.
Mrs. C. M. Hill, 389 S. Academy st. S.

16-ERIE, HUNTINGTON, IND., 1st & 3d Wed., 2 p. m., O. R. C. hall.

Mrs. Wm. Kacy, 124 E. State st. P.
Mrs. W. S. Garr, 195 E. State. S.
17-BENEVOLENT, ST. JOSEPH, MO., 2nd & 4th Fri., 2 p. m., I. O. O. F. Auditorium.
Mrs. Cora D. Korner, 315 Market P.
Mrs. Laura V. Riggins, 1801 Savannah ave. S.

19-MAINE, CHILLICOTHE, O., 2d & 4th Thurs., O. R. C. hall.
Mrs. E. R. Brewster, Hirm st. P.
Mrs. Bertha Williams, 742 E. Main st. S.

20-LINCOLN, DES MOINES, IA.,
2d & 4th Thurs., I. O. O. F. hall, 6th and Locust st.
Mrs. C. Keating, 5th & Crocker sts. P.
Mrs. Inis Evans, 733 E. Locust S.

22-LOYALTY, MASON CITY, IA.,
2d & 4th Wed., 2 p. m., O. R. C. hall.
Mrs. Hattie Stewart, Sherman P.
Mrs. Maggie Wiley, 307 1/2 N. Main st. S.

23-DENVER, DENVER, COLO., 2d & 4th Fri., I. O. O. F. hall.
Mrs. J. G. Murphy, 3431 Lafayette st. P.
Mrs. Frank Spaulding, 3430 Witter st. S.

24-ENDAVOR, DERRY, PA., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall.
Mrs. Mary Amend, Derry Sta. Pa. P.
Mrs. Mary Shaffer S.

25-MYRTLE, CHICAGO, O., 1st & 3d Tues., 2:30 p. m., O. R. C. hall.
Mrs. D. T. Lloyd, box 413. P.
Mrs. P. E. Baker, box 45. S.

26-AURA, COLLINWOOD, O., 1st & 3d Thurs., I. O. O. F. hall.
Mrs. Geo. Nolan, 50 St. Clair st.
Mrs. W. H. Moulton, S.

27-LIMA, LIMA, O., 2d & 4th Thurs., 2 p. m., Mitchell hall, N. E. cor. Public Square.
Mrs. M. H. Lynch, 612 S. Main P.
Mrs. R. W. Peck, 644 S. Elizabeth st. S.

28-TURNER, DENISON, TEX., 1st & 3d Wed., O. R. C. hall, Main st.
Mrs. Jennie Nelms, 600 W. Owings st. P.
Mrs. Ola Lindemood, 706 W. Morgan st. S.

29-OLIVE BROAS, MCCOMB, MISS.,
2d & 4th Thurs., Masonic hall.
Mrs. F. T. Shafer P.
Mrs. E. L. McLaurin S.

30-PROSPECT, GARRETT, IND.,
Tues., 7:30 p. m., K. P. hall.
Mrs. M. N. Noonan, Cowen st. P.
Mrs. Etta Bell, Walsh st. S.

31-CHEYENNE, CHEYENNE, WYO.,
3d Tues., 2:30 p. m., K. P. hall.
Mrs. D. M. Carley, 2409 Eddy P.
Mrs. J. J. Fitzgerald, 711 E. 18th S.

35-MT. TACOMA, TACOMA, WASH.,
2d & 4th Tues., 2 p. m., Mason Blk.
Mrs. G. F. Lyen, 955 1/2 S. Tacoma ave. P.
Mrs. E. M. Catto, 3210 6th av. S.

36-ALBANY, ALBANY, N. Y., Thurs., 2:30 p. m., 67 S. Pearl.
Mrs. W. J. Randall, 1122 First P.
Mrs. J. F. Kilmer, 1447 Broad-
way, Rensselaer, N. Y.....S.

37-COLUMBIA, CEDAR RAPIDS, IA.
1st & 3d Thurs., K. P. hall.
Mrs. W. R. Bradley, 511½ 1st
ave. E.....P.
Mrs. F. C. Barber, 111 S. 6th...S.

39-IDEAL, JACKSON, TENN., 2d
& 4th Tues., 3 p. m., Elks' hall.
Mrs. Robert T. Phillips, 429 E.
Chestnut st.....P.
Mrs. P. C. Callahan, 370 N.
Royal st.....S.

40-COLUMBIAN, BUFFALO, N. Y.,
1st & 3d Thurs., 2:30 p. m., I.
O. O. F. Temple, Jeff. & Wil-
liams sts.
Mrs. R. C. Stance, 132 Walter st. P.
Mrs. E. B. Matteson, 22 Wasson S.

41-ARKANSAS VALLEY, PUEBLO,
COLO., 2d & 4th Wed., 2 p. m.,
K. P. hall, Swift blk.
Mrs. F. P. Moyer, 19 blk. "M" P.
Mrs. Mayme E. Kelly, 614 W. 5th S.

42-BRIDGES CITY, LOGANSPORT,
IND., 2d & 4th Wed., 2:30 p. m.
Ben Hur hall
Mrs. Jessie Murphy, 1630 High P.
Mrs. Lillian Parks, 1830 Mar-
ket st.....S.

43-GOLDEN ROD, ATLANTA, GA.,
2d & 4th Wed., K. P. hall,
cor. Pryor and Hunter sts.
Mrs. C. D. Knight.....P.
Mrs. D. S. Walraven, 184 W. S.
North ave.....S.

44-DETROIT, DETROIT, MICH., 1st
& 3d Thurs., 2 p. m., Bamlet
hall, Grand River & Griswold.
Mrs. Frank Hart, 129 14th av. P.
Mrs. H. M. Scovill, 72 Adams
ave. east.....S.

45-RAPID TRANSIT, GRAND RAP-
IDS, MICH., 2d & 4th Thurs.,
2:30 p. m., Majestic hall, N.
Park st.
Mrs. Carrie Westover, 79 1st av P.
Mrs. W. O. Bruner, 14 Pleasant S.

46-MARYLAND, CUMBERLAND,
MD., 1st & 3d Thurs., I. O. O.
F. hall.
Mrs. J. W. Pennington, 109
Virginia ave.....P.
Mrs. Char. Schmuts, 85 High-
land st.....S.

47-KEYSTONE, HARRISBURG, PA.,
1st & 3rd Wed., 2 p. m., Mauks
hall, 6th & Keller sts.
Mrs. E. E. Dare, 1941 N. 4th st. P.
Mrs. T. A. Leonard, 1729 N. 6th S.

48-DIXIE, CHATTANOOGA, TENN.,
1st & 3d Thurs., 2:30 p. m., K.
P. hall, 9th & Ga. ave.
Mrs. R. B. Stegall, box 145 Ros-
sville, Walker Co., Ga.....P.
Mrs. P. Gorman, 525 Douglas st. S.

49-PROSPERITY, EAGLE GROVE,
IA., 2d & 4th Wed., 2:30 p. m.,
K. P. hall.
Mrs. Wm. Evelynson.....P.
Mrs. W. R. Hammond.....S.

50-DELAWARE, WILMINGTON,
DEL., 2d & 4th Thurs., 3:00 p.
m., Masonic hall, 8th & Mar-
ket sts.
Mrs. E. McCarrall, 714 Pine st. P.
Mrs. O. E. Wallman, 1314
S. 51st st., Philadelphia, Pa. S.

51-KKIONGA, FT. WAYNE, IND.,
1st & 3d Thurs., 2 p. m., 106
Calhoun st., O. R. C. hall.
Mrs. C. T. Matott, 1305 Horace P.
Mrs. W. H. Grout, 2611 Cal-
houn st.....S.

52-IVY LEAF, PORT JERVIS, N. Y.,
2d & 4th Thurs., 2:30 p. m.,
B. L. E. hall.
Mrs. Chas. Carley, Orange st. P.
Mrs. Wm. Luckey, W. Main...S.

55-MAGNOLIA, AUGUSTA, GA., 2d
& 4th Tues., 3 p. m., Redmen's
hall.
Mrs. W. W. McDowell, 440 Cal-
houn st.....P.
Mrs. Thos. Kitchens, 437 Cal-
houn st.....S.

56-IRON EMPRESS, ESCANABA,
MICH., 2d & 4th Wed., I. O. O.
F. hall.
Mrs. Elnora Wood, Ludington
st.....P.
Mrs. Francis Valentine, 308 S.
Charlotte st.....S.

57-HAZEL, HAZELWOOD PA., 1st
& 3rd Wed., 2 p. m., Trust hall.
Mrs. E. E. Ashbaugh, 66 Cust.
st., Pittsburg, Pa.....P.
Mrs. P. J. Connors, 5252 2d
ave., Pittsburg, Pa.....S.

59-MASCOT, BOSTON, MASS., 2d
Wed., 1:30 p. m., Engineers
hall, 164 Canal st.
Mrs. A. H. Dority, 45 Chatham
st., Lynn, Mass.....P.
Mrs. C. F. Wherren, 55 Morton
st., Waltham, Mass.....S.

60-JOS. YORK, MEADVILLE, PA.,
2d & 4th Wed., 2:30 p. m., I. O.
O. F. hall, Center st.
Mrs. R. T. Cowing, 1103 Park P.
Mrs. Wm. Rhodes, 320 Davis st S.

61-CHARITY, SIOUX CITY, IA.,
1st & 4th Fri., 2:30 p. m., I. O.
O. F. hall, 711 14th st.
Mrs. F. J. Hoydar, 1130 22nd. P.
Mrs. W. F. Reinsb, 1118 15th S.

65-APTEYOU, FOND DU LAC,
WIS., 1st & 3d Fri., 2:30 p.
m., G. A. R. hall.
Mrs. C. H. Beasan, 914 Wiscon-
sin ave.....P.
Mrs. Carrie Chase, "The Mer-
rille".....S.

66-JUANITA, BLOOMINGTON, ILL.,
2d & 4th Thurs., 2:30 p. m.,
Jacoby hall, N. Main st.
Mrs. Ida Partridge, 502 W. Lo-
cust st.....P.
Mrs. A. Reich, 204 W. Graham
st.....S.

67-PINE CONE, PORTLAND, ME.,
3d Fri., 2:00 p. m., Rossini hall.
Mrs. D. J. Murphey, 178 Stev-
ens ave.....P.
Mrs. E. I. Lowe, 7 Cherry st...S.

68-FOOTE, KANSAS CITY, MO.,
1st & 3d Thurs., 2:00 p. m., Ar-
lington hall.
Mrs. C. W. Fletcher, 17 N. 15th
st., Kansas City, Kan.....P.
Mrs. J. M. Patton, 104 West-
port ave.....S.

70-NONPAREIL, CLINTON, IA., 2d
& 4th Wed., K. P. hall, Toll blk
Mrs. W. C. Guernsey, 706
Stockholm st.....P.
Mrs. G. Morrison, 626 Stock-
holm st.....S.

73-HAND IN HAND, BOONE, IA.,
1st & 3d Tues., 2:30 p. m., K.
P. hall.
Mrs. R. Rose, 5th st.....P.
Mrs. D. W. Whitehead, 328 Mo-
nona st.....S.

75-TRI-CITY, ROCK ISLAND ILL.,
1st Thurs., 2:30 p. m., B. L. E.
hall, Elm st. & 5th ave.
Mrs. A. B. Curtis, 42 & 7th st. P.
Mrs. C. Hibberd, 2730 7th ave. S.

76-ORTIZ, RATON, N. M., 1st &
3d Wed., 2:30 p. m., Mendel-
sohn hall.
Mrs. Marie Clark.....P.
Mrs. Lizzie McIntyre, box 894 S.

77-POTOMAC, MARTINSBURG, W.
VA., 1st & 3d Mon., 2 p. m.,
I. O. O. F. hall.
Mrs. Anna Burkhart.....P.
Mrs. J. W. Hipsley, 615 N. High
st.....S.

78-FIRST CANADIAN, TORONTO,
CAN., 2d & 4th Thurs., 2:30 p.
m., Occidental hall.
Mrs. J. Deavitt, 125 Wellin-
gton st., W.....P.
Mrs. Agnes Morrison, 64 Brock S.

79-GENESEE, ROCHESTER, N. Y.,
1st and 3d Wed., 3 p. m., 100
Reynolds Arcade.
Mrs. J. D. Shults, 206 Edin-
burgh st.....P.
Mrs. Eva M. Connor, 29 Vick
Park "A".....S.

80-EMPIRE, ELMIRA, N. Y., 2d &
4th Fri., 2:30 p. m., Odd
Fellows Temple, W. Water st.
Mrs. B. R. Clark, 506 South av. P.
Mrs. J. L. Durley, 412 Pleasant S.

81-MONUMENTAL, B A L T I-
MORA, MD., 1st & 3d Thurs.,
Wurtsburger's hall.
Mrs. Emma Rogers, 2954 Cedar P.
Mrs. L. H. Bender, 403 North
Broadway.....S.

82-

83-STAR OF UTAH, OGDEN, UTAH,
1st & 3d Thurs., 2 p. m., K. P.
hall.
Mrs. Fannie King, 214 23rd st. P.
Mrs. Louise Van Tassel, 2931
Grant ave.....S.

84-ANGEL CITY, LOS ANGELES,
CAL., 1st & 3rd Sat. evening,
I. O. O. F. hall, 220 S. Main st.
Mrs. C. M. Hutchens.....P.
Mrs. J. W. Patton, 437 W. 9th S.

85-SUNFLOWER, P A R S O N A,
KAN., 1st & 3d Thurs., 2:30 p.
m., Brotherhood hall.
Mrs. Jennie Hudson, 1824 Craw-
ford ave.....P.
Mrs. Olive Walls, 1513 Belmont S.

86-CORBOPUS, LINCOLN, NEB.,
2d & 4th Thurs., 2:30 p. m.,
209 S. 10th st.
Mrs. M. E. Shepard, 2309 "U"
st.....P.
Mrs. C. H. Holts, 2135 "O" st...S.

87-HOUSTON, HOUSTON, TEX.,
1st & 3d Wed., 2:30 p. m., Red
Men's hall, 305½ Main st.
Mrs. M. E. Ferguson, cor. Buf-
falo & German sts.....P.
Mrs. W. Munger, 923 Eighth st. S.

88-LAKEMONT, ALTOONA, PA.,
1st & 3d Thurs., 2 p. m.,
1321 11th ave.
Mrs. Angie McCormick, 819
1st ave. P
Mrs. Mary Vance, 1309 11th st. S.

90-GRANGER, JACKSON, MICH.,
1st & 3d Wed.
Mrs. Jessie Curtis, 616 E. Main. P.
Mrs. Edith Brown, 518 Deyo. P.

91-OREGON, PORTLAND, ORE.,
2d & 4th Tues., K. P. hall, cor.
11th & Alder sts.
Mrs. Frank Weidner, 835
Cleveland ave. P
Mrs. Abbie L. Crocker, 985
Front st. S.

92-VILAS, VILAS, PA., 2d & 4th
Fri., 2 p. m., I. O. O. F. hall.
Mrs. Ida Kissall P
Mrs. Anna Stutsman S.

93-MERRIMACK, CONCORD, N. H.,
1st & 3d Fri. 10:30 a. m.,
W. E. Marston, Blake st. S.
Mrs. H. B. Baton, 24 Thomp-
son st. S.

94-ERIE, ERIE, PA.
Mrs. Alice Comerford, 455 W.
18th st. P
Mrs. Mary Rainsford, 907 Wal-
lace st. S.

95-ARBUS, EAST SYRACUSE,
N. Y., 2d & 4th Tues., 2:30 p.
m., Masonic hall. Perry bloc.
Mrs. C. Hughes P
Mrs. Belle Hillegas, Center st. S.

96-OLIVE BRANCH, McKEE'S
ROCKS, PA., 1st & 3d Thurs., 2
p. m., Fraternal hall.
Mrs. S. Schofield, 506 Ells-
worth st. S
Mrs. M. Collins, 110 6th st., Be-
plan, Pittsburg, Pa. S.

97-AURORA, AURORA, ILL., 2d &
4th Thurs., 2:30 p. m., Charle-
magne.
Mrs. Mary Yonker, LaSalle st. P.
Mrs. Hattie Lindsay, 280
Spring st. S.

98-COMO, ST. PAUL, MINN., 1st
& 3d Thurs., 2:30 p. m., Bowl-
by hall, 6th & Robert sts.
Mrs. T. R. Simpson, 960 Port-
land ave. P
Mrs. J. E. Roper, 697 Laurel. S.

99-CHRYSANTHEMUM, OSAWATO-
MIE, KAN., 2nd Thurs., 2:30 p.
m., Eagles hall.
Mrs. J. Glasser, L. B. 656. P
Mrs. E. H. Clark, box 843. S.

100-WHITE CITY, CHICAGO, ILL.,
2d & 4th Thurs., 2 p. m., Hall
512, Masonic Temple.
Mrs. J. M. Sewell, 557 W. 65th
st., Sta. O. P
Mrs. L. N. Turpin, 6119 Mon-
roe ave. S.

101-FLOUR CITY, MINNEAPOLIS,
MINN., 1st & 3d Thurs., 2:30 p.
m., K. P. hall, Masonic Temple.
Mrs. Mary Langan, 3741 Fre-
mont ave. S
Mrs. W. A. Marks, 3021 Aldrich
ave. S.

102-MISSISSIPPI, WATER VALLEY
MISS., 2d & 4th Wed., home of
Sister Geo. Hadaway, 4 p. m.
Mrs. P. Y. Dupuyser P
Mrs. A. F. McNeil, 8 Church st. S.

103-INDIANAPOLIS, INDIANAPOL-
IS, IND., 1st & 3d Mon., 2 p.
m., O. R. C. hall.
Mrs. Maggie Crull, 1303 Nor-
dyke ave. P
Mrs. Emma Joslin, 1209 E.
Vermont st. S.

104-PRIDE OF STREATOR, KAN-
KAKEE, ILL., 1st & 3d Thurs.,
2 p. m., K. P. hall.
Mrs. Wm. Shingleton, 255 Lo-
cust st. P
Mrs. A. M. Gardner, 542 In-
diana ave. S.

105-JEWETT, NEW ORLEANS, LA.,
1st & 3d Mon., I. O. O. F. hall.
Mrs. R. W. Smith, 4017 Canal P.
Mrs. C. W. Bradley, 1717 3d st. S.

106-TYGAARD, FT. WORTH, TEX.,
2d & 4th Thurs., 2:30 p. m., K.
P. hall, 3d & Main sts.
Mrs. W. R. Bell, 804 Bdw. P
Mrs. W. N. Forster, 1406 E. 1st. S.

107-CITY OF OAKS, OAKLAND, CAL.,
1st & 4th Thurs., 2:30 p. m.,
Fraternity hall, 7th & Peralta.
Mrs. Mae Goodwin, 914 E. 5th. P.
Mrs. Bertha Byers, 1014 9th st. P.

108-CARNATION, SPRINGFIELD,
ILL., 1st & 3d Wed., 2 p. m.
Mrs. Eleanor Freeman, 1220 N.
6th st. P
Mrs. Kate Castles, 1317 S. 6th
st. S.

109-PENELOPE, MERIDIAN, MISS.,
2d & 4th Thurs., 2 p. m., K. P.
hall.
Mrs. Howard Langford, cor.
10th st. & 36th ave. P
Mrs. J. B. Ramsey, 1513 25th. S.

110-WHITE ROSE, SAVANNAH,
GA., 1st & 3d Thurs., K. P.
hall, York & Banard sts.
Mrs. E. R. Carswell, 641 34th. W. P.
Mrs. R. L. Brake, 639 34th st. W. S.

112-FERN CLIFF, YOUNGWOOD,
PA., 3rd Wed., Sells hall.
Mrs. Margaret Wise, Scott-
dale, Pa. P
Mrs. Ella Repper, 418 Mills st.,
St. Greensburg, Pa. S.

114-GREEN BAY, GREEN BAY,
WIS., 1st & 3d Tues., K. P. hall.
Mrs. F. H. Seymour, 508 3rd st. P.
Mrs. John Myers, 501 Mather
st., W. Green Bay, Wis. S.

115-IMPERIAL, UTICA, N. Y., 1st
and 3d Wednesdays, 1st Wed.
afternoon, 3d Wed. eve., Roy-
al Arcanum Temple, Devereux
st.
Mrs. E. M. Wilkie, 447 White-
slow st. P
Mrs. P. H. Egan, Frankfort
st., Frankfort, N. Y. S.

116-YUARDA, NEWTON, KAN.,
2d & 4th Fri., 2:30 p. m.,
Woodmen's hall, Main st. cor.
5th.
Mrs. Nettie Finnell, W. Bdw. P
Mrs. Emma McNeil, W. 6th st. S.

117-ALABAMA, BIRMINGHAM, ALA.,
1st & 3d Thurs., Red Men's
hall, 1st ave.
Mrs. J. A. Taylor, 714 17th st. P.
Mrs. C. A. Hardwick, 1830 14th
ave. N. S.

118-SAN XAVIER, TUCSON, ARIZ.,
1st & 3d Wed., Reed hall.
Mrs. F. Moon. P
Mrs. Kathryn Forreder, 644 S.
5th st. S.

120-

121-DEWEY, CENTRALIA, ILL.,
2d & 4th Thurs., 7:30 p. m.,
I. O. O. F. hall.
Mrs. Will Rupp, 420 W. Broad-
way. P
Mrs. W. E. Redus, 416 w. 2d
N st. S.

122-EASTER LILY, PEORIA, ILL.,
1st & 3d Wed., Oak ball,
4th floor, Observation bldg.
Mrs. Dynda Winchester, 123
Fedonia ave. P
Mrs. Flora Peterson, 510 Mill-
man st. S.

123-VOLUNTEER, AUSTIN, MINN.,
2d & 4th Wed., 7:30 p. m.,
German hall, Bridge st.
Mrs. Mary Thornton, 905 Collins P.
Mrs. Mamie Warfield, 905 Hope. S.

125-MONETT, MONETT, MO., 2d
& 4th Wed., 2:30 p. m., I. O.
O. F. hall.
Mrs. Laura Scott P
Mrs. Moss McCaslin S.

126-L. M. ALLEN, FT. SCOTT,
KAN., 2d & 4th Fri., 2:30 p.
m., Select Friends hall, Main
st., bet. Wall & 1st.
Mrs. Belle Miller, 819 E. Wall. P.
Florence Richards, 102 S. Hill. S.

127-JUSTICE, MURPHYSBORO, ILL.,
2d & 4th Fri., 2:30 p. m., I. O.
O. F. hall.
Mrs. C. T. Smith, 1818 Walnut P.
Mrs. R. Breneman, 2032 Pine. S.

128-GOLDEN RULE, DODOS CITY,
KAN., 1st Thur. 2:30 p. m.,
Masonic hall.
Mrs. Kitty Pond, Bx 168. P
Mrs. Emma Corey, box 263. S.

129-GRAND VALLEY, GRAND
JUNCTION, COL., 2d & 4th
Thurs., Biks hall.
Mrs. Sarah McHugh. P
Mrs. Katie Stolz, 118 Grand ave. S.

131-BURNS, CRESTON, IOWA, 2d
Tues., 2:30 p. m., Potter Post
hall, Montgomery st.
Mrs. A. P. Haley, S. Birch st. P.
Mrs. Sadie Lowery, 308 N. Y. av. S.

133-DONNER, SACRAMENTO, CAL.,
1st & 3d Mon., Foresters' bldg.
Mrs. Celia Fisher, 1103 "O" st. P.
Mrs. Alice Wright, 713 8th st. S.

134-YELLOW ROSE, PALESTINE,
TEX., 2d & 4th Tues., 2:30
p. m., K. P. hall.
Mrs. Emma Slight, 711 Lacy. P.
Mrs. F. A. Noble, Lindell hotel S.

135-MOUNTAIN CITY, RENOV,
PA., 2d & 4th Thurs., 2 p. m.,
I. O. O. F. hall, 2d floor.
Mrs. Ellen Lehman. P
Mrs. Sarah E. Bressler. S.

137-LONE STAR, CLLEBURNE, TEX.,
1st & 3d Wed., 2:30 p. m., O.
R. C. hall.
Mrs. John Dougan, 601 N. An-
glin st. P
Mrs. A. B. Honeycut, 720 N.
Anglin st. S.

138-QUEEN CITY, CINCINNATI,
O., 2d & 4th Thurs., 2 p. m.,
Douglas hall.
Mrs. M. Sullivan, 716 W. 9th. P.
Mrs. C. P. Reckner, 38 George
st., Ludlow ky. S.

139-HOWARD, MILWAUKEE, WIS., 1st & 3d Wed. 2 p. m., I. O. O. F. Temple Grand ave. Mrs. F. J. Vebber, 372 Hanover st. P. Mrs. J. F. Cooper, 400 21st av. S.

140-NARROWS, CUMBERLAND, MD., 2d & 4th Thur., White's hall, Virginia ave. Mrs. W. S. Cross, 100S Virginia ave. P. Mrs. W. I. Parsons, 50 Arch st. S.

141-OAK LEAF, BLUE ISLAND, ILL., 1st & 3d Tues., Commercial hall, Western ave. Mrs. Carrie Redmond, P. Mrs. L. I. Clark, 624 E. High. S.

142-NEW YEAR, SPRINGFIELD, MO., 2d & 4th Tues., 2300 p. m., K. P. hall, Commercial st. Mrs. Joe Sence, 2048 Washington ave. P. Mrs. Clara E. Foland, 1527 Summit ave. S.

143-SYRACUSE, SYRACUSE, N.Y., 2d & 4th Wed. 2 p. m. A. O. U. W. rooms Bastable blk. Mrs. H. H. Darling, 204 Fitch. P. Mrs. M. Barnes, 129 Davis st. S.

144-WILLING WORKERS, KNOXVILLE TENN., 2d & 4th Wed., 2 p. m., Franklin bldg. Mrs. J. F. Keith, 206 E. Scott. P. Mrs. S. B. Robinson, 816 Holston st. S.

147-MARGARET, EAST LAS VEGAS N. M., 1st & 3d Wed., K. P. hall. Mrs. Chas. Fugate, 918 4th st. P. Mrs. R. Pritchett, 1104 Lincoln S.

148-MRS. J. H. MOORE COLORADO CITY, COLO., 2d & 4th Fri. Woodmans' hall, Colorado Sp. Mrs. Mary Hamilton, 919 S. Conejose st. P. Mrs. Ella Robert, 1633 Hays st., Colorado Springs, Col. S.

149-CENTURY NORTH PLATTE, NEB., 1st Wed. K. P. hall. Mrs. Mary Cunningham, P. Mrs. Ella Weir, box 184. S.

150-SGOO LILY, SALT LAKE CITY, UTAH, 2d & 4th Thur. 230 p. m., K. P. hall, 261 S. Main st. Mrs. Adeline Walker, 309 N. 2d West. P. Mrs. Sadie Hays, 127 W. 1st No. S.

152-NIPHTHO TUSCUMBIA, ALA., 1st & 3d Thurs. 2 p. m., Pythian hall. Mrs. R. L. Price, P. Mrs. P. W. Norris, box 121. S.

153-STELLA, DECATUR, ILL., 2d & 4th Wed. K. P. hall. Mrs. W. Scott, 967 Eldorado. P. Mrs. M. Bump, 420 E. ta st. S.

154-NEW CENTURY, FREEPORT, ILL., 2d & 4th Fri., 230 p. m., I. O. O. F. hall. Mrs. Jessie Reece, Benton st. P. Mrs. M. T. Goodwin, 4 Union. S.

155-SWITZERLAND, M A W C H CHUNK, PA., 1st & 3d Thur., 2 p. m., I. O. O. F. hall. Mrs. Alice Walker, P. Mrs. W. Batdorf, 344 South st. S.

157-SHELLEY DUNN, EVANSVILLE, IND., 2d & 4th Thur., 2 p. m. Dickman hall, 4th st. Mrs. T. E. Choiser, 111 Cumberland ave. P. Mrs. L. B. Wulta, 403 Oak st. S.

158-FIDELITY CHILLICOTHE, ILL., 1st & 3d Fri., 230 p. m., Daugherty's & Frederick's hall. Mrs. Rose Sorrick, P. Mrs. Mary E. Anderson, R.R. 33 S.

159-THE GOLDEN WEST, GRAND FORKS, N. D., 1st & 3d Wed. Mrs. J. M. Cooper, 312 Chestnut st. P. Mrs. W. A. Hill, 210 N. 7th S.

160-HIGH ROCK, HAGERSTOWN, MD., 2d & 4th Thurs., Hose hall, S. Potomac st. Mrs. D. P. Blair, 18 Foundry. P. Mrs. B. B. Bender, 140 E. Franklin st. S.

161-

162-WYNOMA, HAILEYVILLE, I. T., 1st & 3d Wed., Thur., Kali Inla bldg. Mrs. Martha Wells, P. Mrs. W. M. White, box 68. S.

163-ELLA STONE, SEDALIA, MO., 1st & 3d Thur., 230 p. m., K. P. hall, E. 5th st. Mrs. Douglas Hughes, 1101 S. Ohio. P. Mrs. J. A. Hukill, 714 E. Bdwy. S.

164-BINGHAMPTON, BINGHAMPTON, N. Y., 2d & 4th Thur., 230 p. m., Parlor City I. O. O. F. hall, 299 Chenango st. Mrs. A. P. Smith, 257 Chenango st. P. Mrs. E. Benedict, 669 State st. S.

165-PROSPECT POINT, TRINIDAD, COLO., 1st & 3d Fri., Odd Fellows hall. Mrs. Kate Catlett, 328 E. Baca. P. Mrs. H. W. Gilbert, 538 Park. S.

166-HINKLEY, RAWLINS, WYO., 1st & 3d Tues., K. P. hall. Mrs. Eva Joyce, P. Mrs. L. H. Wright, box 169. S.

167-PALM, MONTGOMERY, ALA., 2d & 4th Mon., 3 p. m., K. P. hall. Mrs. J. C. Wilcox, 307 N. McDonough st. P. Mrs. J. C. Elliott, 325 Catoma. S.

168-VICTOR, SAYRE, PA., 2d & 4th Thur., B. R. T. hall, Tailmadge blk., Elmer ave. Mrs. Mary E. Lewis, 26 Pine st., Waverly, N. Y. P. Mrs. May Brougham, 415 Stevenson st. S.

169-MAPLE LEAF, HAMILTON, ONT., 1st & 3d Wed., A. O. U. D. hall, 26 McNab st. Mrs. J. E. Oldfield, 150 Catherine st. S. P. Mrs. William Cameron, 266 McNab st. S.

171-OKERMA, SAPULPA, I. T., 1st & 3d Fri., 2 p. m. Mrs. Lola Hatfield, P. Mrs. Maud Van Ness, box 577. S.

172-DAYLIGHT SPECIAL, CLINTON ILL., 2d & 4th Tues., 230 p. m., B. of L. F. hall. Mrs. Nellie Daniels, P. Mrs. Susie I. Millan, S. "E" st. S.

173-SUCCESS, SLATER, MO., 2d & 4th Wed., I. O. O. F. hall. Mrs. Julia Clamptit, P. Mrs. Edith Alexander, S.

174-EDGAR E. CLARK, MACON, GA., 1st & 3d Wed., O. R. C. hall, Polar st. Mrs. J. N. Steed, 810 Oak st. P. Mrs. F. F. Martin, 461 2d st. S.

175-STANDING ROCK, MENA, ARK., 2d & 4th Wed. Tobin hall, 5th st. Mrs. Siota Butts, P. Mrs. Josie C. Allen, box 278. S.

176-CAPE ROCK, CAPE GIRARDEAU, MO. Mrs. Eva Philipson, 310 Frederick st. P. Mrs. Grace Brownfield, 225 S. Spanish st. S.

177-N. D. MAHER, BLUEFIELD, W. VA., 2d & 4th Wed., 230 p. m., Masonic hall. Mrs. E. M. Lyons, Rogers st. P. Mrs. J. R. Johnson, 42 Rogers S.

178-FAIRVIEW, CARBONDALE, PA. Mrs. Edna M. Harvey, 23 1/2 Caanan st. P. Mrs. Mary C. Miller, 13 Drummond ave. S.

179-ODY, PITCAIRN, PA., 2nd & 4th Fri., 2 p. m., Hohles hall, Pitcairn, Pa. Mrs. S. P. Martin, P. Mrs. W. A. Himstead, Wilmerding, Pa. S.

180-PASS CITY, EL PASO, TEX., 1st & 3d Thur., 2 p. m., O. R. C. hall. Mrs. O. D. Kennary, 801 N. Ochoa st. P. Mrs. Sadie A. Castles, 909 Magoffin ave. S.

181-OKLAHOMA, SHAWNEE, O. T., 2d & 4th Thur., I. O. O. F. hall, cor. Main & Broadway. Mrs. M. E. Stansbury, 70 N. Aydelotte St. P. Mrs. Bruce Hayes, box 614. S.

182-UNITY, SHERREPORT, LA., 2d & 4th Tues. 230 p. m., Metropolitan bldg., Texas ave. Mrs. Alice Holinger, P. Mrs. Mary Steel, 321 Caperton st. S.

183-LOVENIA CLARK, WATERLOO, IA., 2d & 4th Fri., 230 p. m., B. L. E. hall. Mrs. Viola Shull, 7th st. P. Mrs. Nellie Sornberger, 321 Almond st. S.

184-PERSEVERANCE, EAST ST. LOUIS, ILL., 2d & 4th Wed., Music hall. Mrs. L. W. Cherrington, 260 Summit ave. P. Mrs. W. C. Walkup, 2717 Bond S.

185-GRM OF THE MOUNTAINS, FOCATELLO, IDAHO, 1st & 3d Thur., 230 p. m., Masonic hall. Mrs. Mae Murphy, 556 Wyeth. P. Mrs. Emma Hughart, 710 E. Center st. S.

186-IRON QUEEN, TWO HARBORS, MINN., 2d & 4th Thur. O. R. C. hall. Mrs. Frances Hall, P. Mrs. Bessie B. Boston, box 425. S.

188-HARTFORD, HARTFORD, CONN.
2d & 4th Mon. evenings, G. A.
R. hall, Times bldg.
Mrs. J. Daley, 3 Hamilton st. P.
Mrs. P. Russell, 6 Beaumont st. S.

189-TWIN CITY, DENNISON O.
2d Wed., 2 p. m., 4th Sat., 7:30
p. m., Golden Eagle hall.
Mrs. Frank Miller, Ulrichs-
ville, O. P.
Mrs. H. S. Aiken. S.

190-DIAMOND, JOLIET, ILL., 1st
& 3d Thur., 2:30 p. m. Castle hall
Mrs. Kittie Sherwood, 320 Lan-
dan ave. P.
Mrs. Della Norris, 1605 Wash-
ington st. S.

191-ESCHSCHOLITZIA, KERN,
CAL., 2d & 4th Wed., 8:00 p.
m., K. P. hall.
Mrs. Delta Luce, 1009 K st N. P.
Mrs. Isabelle Johnson, 823 "N"
st. S.

192-LAUREL, BRECKEN-
RIDGES, MINN., 1st & 3d Tues.,
2:30 p. m., Masonic hall.
Mrs. Edna Baird, 6th st. N. P.
Mrs. Minnie O'Kane, 220 4th
W. South st. S.

193-WESTERN STAR SUPERIOR,
WIS., 1st & 3d Tues., 2:30 p.
m., Odd Fellows Temple.
Mrs. P. L. Foote, 1312 17th st. P.
Mrs. W. H. LaSalle, 1404 Tow-
er ave. S.

194-EUREKA, YOUNGSTOWN, O.,
2d & 4th Wed., 2 p. m., Old
Carpenter's hall.
Mrs. Nellie Smith, 35 Lane ave P.
Mrs. John Clemens, 150 Marion S.
195-CHICKASAW, MEMPHIS, TENN.,
1st & 3d Tues., I. O. O. F. bldg.
Mrs. A. M. King, 353 McLe-
more ave. P.
Mrs. G. A. Robinson, 1244 Col-
lege st. S.

196-ANTHRACITE, TAMAQUA, PA.,
1st & 3d Thur., 2 p. m., I. O. O.
F. hall, Broad st.
Mrs. Margaret Minier cor.
Broad & Lehigh sts. P.
Mrs. Martha Fink, 258 Clay st. S.

197-COKE REGION, CONNELLS-
VILLE, PA., 1st & 3d Wed., I.
O. O. F. hall.
Mrs. Annie Dunlap, 406 Cedar P.
Mrs. Sudia Tompkins, 407 Bald-
win ave. S.

198-PHIL SHERIDAN, SHERIDAN,
WYO., 1st & 3d Tues., K. P. hall
Mrs. Ida Johnson. P.
Mrs. Lena Baker. S.

199-LA RUE, NASHVILLE, TENN.,
1st & 3d Wed., 2:00 p. m.,
Odd Fellows hall, Church &
6th ave. N.
Mrs. Geo. Adams, 304 15th av. S. P.
Mrs. B. F. Jones, 1403 Sigler st. S.

200-MANHATTAN, NEW YORK
CITY, 1st & 3d Thur., 2 p. m.,
125th st. & Lexington ave.
Mrs. J. E. Hutchinson, 149 S.
11th ave., Mount Vernon.
N. Y. P.
Mrs. T. F. Coughlin, 748 At-
lantic st. Stamford Conn. S.

201-WABAS, MO., 2d
& 4th Tues., Kothwell bldg.
Mrs. M. B. Cowan, 218 S. Wil-
liams st. P.
Mrs. R. L. Carter, 407 S. Clark S.

203-ANNA P. CONLISK, HILLS-
BORO, TEX., 1st Wed., 2:30 p.
m., K. P. hall.
Mrs. Dora McKee, 209 Mat-
thew ave. P.
Mrs. W. P. Williams, 229 S.
Waco st. S.

204-ALFALFA, DALHART, TEX.,
1st & 3d Thur., 2:30 p. m.
Mrs. C. Gilbert. P.
Mrs. J. A. Cook. S.

206-TINSMAN, TRENTON, MO.,
2d & 4th Wed., I. O. O. F. hall.
Mrs. Deetta Cox, 125 Marble. P.
Mrs. Addie Shreve. S.

207-ROCKY MOUNTAIN, MISSOU-
LA, MONT., 2d & 4th Sat., 7:30
p. m., Elks' hall.
Mrs. Henna Byall, 429 N. 3d st. P.
Mrs. Hattie Murray, N. 3d st. S.

208-ORANGE BLOSSOM, SAN BER-
NARDINO, CAL., 2nd & 4th
Thurs., 2:00 p. m., May 1 to
Oct. 1; Oct. 1 to May 1, 3:00
p. m., Native Sons hall.
Mrs. A. Mills, 248 Carter ave. P.
Mrs. Maude B. Davis, 1307
Bellvue ave. S.

209-ST. ELMO, ST. ELMO, ILL.,
1st & 3d Thur., O. R. C. hall.
Mrs. Anna Larson. P.
Mrs. Lena Stanford, Salem, Ill. S.

210-HOPE, PRINCETON, IND., 2d
& 4th Wed., 2 p. m., K. P. hall.
Mrs. Wm. Munier, 319 W.
Munroe st. P.
Mrs. Chas. Chamberlain, 318
S. Main st. S.

211-VIOLET, SALAMANCA, N. Y.,
1st & 3d Thur., 2:30 p. m.,
Union hall, Main st.
Mrs. Mary Stoddard, 45 River P.
Mrs. Lida Wornack, East 154. S.

212-SAN ANTONIO, SAN ANTONIO,
TEX., 1st & 3d Fri., K. P. hall.
Mrs. C. W. Seamands, 713
Morales st. P.
Mrs. H. C. Gillett, 326 Sher-
man st. S.

213-PARKINSON, HORNELL, N.
Y., 2nd Thursday., 2 p. m.,
B. L. E. hall, Main st.
Mrs. Sarah Parkinson, 42 E.
Main st. P.
Mrs. Electa L. Pratt, 221 Main S.

214-RIVERSIDE, ASHTABULA, O.,
1st & 3d Wed., 2 p. m., Tyler
block, Main st.
Mrs. Minnie McBride. P.
Mrs. Anna Dennis, 344 West. S.

215-THOMAS FITZGERALD, FAIR-
MOUNT, W. VA., 1st & 3d
Thur., Odd Fellows hall.
Mrs. W. R. Riggs, Ogden ave. P.
Mrs. W. E. Vanort, 220 Guffey S.

216-SEATTLE, SEATTLE, WASH.,
1st & 3d Fri., Labor Tem-
ple, 6th ave. & University st.
Mrs. Angus F. Griffin, 814 14th P.
Mrs. Agnes P. Andrus, 324
24th av. S.

217-PINE BLUFFS, CHADRON,
NEB., 1st & 3d Tues.
Mrs. J. Finnegan. P.
Mrs. Kate Smith. S.

218-CHAMPAIGN, CHAMPAIGN,
ILL., 2d & 4th Thurs., 2:30 p.
m., Engineers' hall.
Mrs. J. I. Patterson, 213 W.
Vine st. P.
Mrs. M. F. Cooper, 206 W. John S.

219-YOSEMITE, FRESNO, CAL.,
1st & 3d Sat., 7 p. m., Koh-
ler hall, Merad & K
Mrs. Delilah Hender.
Thesta st. P.
Mrs. Nellie Wilson, box 1284. S.

220-EAST ROCK, NEW HAVEN,
CONN., 1st & 3d Thurs. I. O.
O. F. hall, 95 Crown st.
Mrs. W. B. Perkins, 1245 State P.
Mrs. T. Hinchy, 122 Rosette st. S.

221-PERLESS PRINCESS, WICH-
ITA, KAN., 1st & 3d Wed.,
Peerless hall.
Mrs. Elizabeth Nichols, 244
Pattie ave. P.
Mrs. Mrs. D. M. DeFrance, 243
N. Waco ave. S.

222-SPOKANE, [SPOKANE, WASH.,
1st & 3d Thur., 2 p. m., Oliver
hall, 334 Riverside ave.
Mrs. J. M. Corwin, Hilliard,
Wash. P.
Mrs. G. T. Bushnell, 1301 E.
Newark ave. S.

223-TIDEWATER, COLUMBIA, PA.,
2d & 4th Thurs., Keystone hall.
Mrs. Mary Lebeckorn, 138 S. 4th P.
Mrs. Mary Lockard, 644 Chest-
nut st. S.

224-FIRST CAROLINA, COLUMBIA,
S. C., 1st & 3d Thurs., Browns
hall, Main st.
Mrs. G. W. Florence, 2324 Wash-
ington st. P.
Mrs. F. L. Shillito, 2007 Plain S.

225-MT. KATARDIN, BANGOR,
ME., 2nd Sun., Essenic hall.
Mrs. E. B. Dunbar, 201 Col-
lege ave. P.
Mrs. E. W. Cook, 48 High st.,
Waterville, Me. S.

226-GOLDEN GATE, LIVINGSTON,
MONT., 2d & 4th Tues., Ma-
sonic hall.
Mrs. Alice Cornwell, 409 E.
Callender st. P.
Mrs. Isabel Mathews, 214 E.
Callender st. S.

227-POCAHONTAS, RICHMOND,
VA., 1st & 3d Thurs., Frater-
nal hall, 215 W. Broad st.
Mrs. Lewis Smith. P.
Mrs. L. A. Willeford, 1206 19th
st. S.

228-RHODE ISLAND, PROVID-
ENCE, R. I., 1st & 2d Wed.,
2:30 p. m., Swarts hall.
Mrs. J. J. Helmer, 11 Pallas st. P.
Mrs. Calista G. Crumley, 128
Broadway. S.

229-HUTCHINSON, SPRINGFIELD,
MASS., 1st & 3d Tues. Mc-
Kinney bldg., Fraternity
hall, 535½ Main.
Mrs. Chas. Smith. P.
Mrs. H. E. Lockwood, 271 Fulton S.

230-BATTLE CREEK, BATTLE
CREEK, MICH., 2d and 4th Fri.
2:30 p. m., Int. Congress hall,
16 E. Main st.
Mrs. C. R. Genson, 146 Marsh-
all st. P.
Mrs. C. R. Pond, 53 High st. S.

234-ROANOKE, ROANOKE, VA.,
1st & 3d Fri., 3 p. m., Angel
hall, 204 Jefferson st.
Mrs. W. G. Chatham, 715 4th
Ave. N. W. P.
Mrs. Sadie Garrison, 1009 3rd
Ave. N. W. S.

235-PRIDE OF NO. 447, CARNE-
GIE, PA., 1st & 3d Thurs., Ma-
sonic hall.
Mrs. J. M. Vail, Sheridanville,
Pa. P.
Mrs. V. Dunlevy, Sheridan-
ville, Pa. S.

236-CASCADE, NEW CASTLE, PA.,
1st & 3d Thurs 2 p. m. K. P. hall
Mrs. M. Morrissey, 201 Ashland P.
Mrs. D. M. Lovejoy, 19 Madison S.

237-PRAIRIE CITY, TERRE HAUTE,
IND., 2d & 4th Fri. Swope bldg,
7th & Ohio.
Mrs. Mary Haufin, 1517 S. 19th P.
Mrs. F. S. Hardy, 308 N. 15th S.

238-J. H. NEWTON, LAFAYETTE,
IND., 1st and 3d Wed. Red-
Men's hall.
Mrs. Eva G. Newton, 1202
Tippecanoe st. P.
Mrs. Pearl Thornburg, 519 N.
12th st. S.

300-EL CAPITAN, SAN FRANCISCO,
CAL., 1st & 3d Sat., Redman
hall, 220 Golden Gate ave.
Mrs. Florence Edwards, 2908
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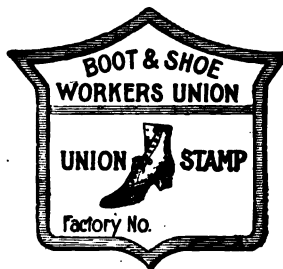
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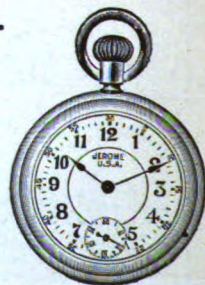
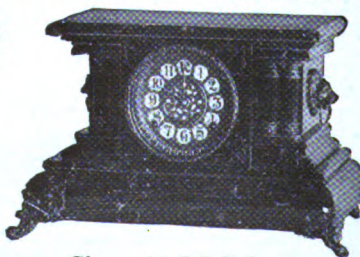
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VOL. XXIV.

CEDAR RAPIDS, IOWA, FEBRUARY, 1907.

No. 2.

National Labor Federations in the United States.

BY WILLIAM KIRK, PH. D.,

Instructor in Political Economy in Brown University.

[From Johns Hopkins University Studies in Historical and Political Science.]

INTRODUCTION.

The trade union has always been and still remains the dominant form of labor organizations in the United States. In the development of the labor movement, however, particular purposes and conditions have produced associations uniting in a single organization, workmen of different trades.

Labor Federations, as they have developed in the United States, may be divided into two great classes: general federations and industrial federations.

PART I.

GENERAL LABOR FEDERATIONS.

CHAPTER 1.

HISTORY.

Prior to the Civil War national trade unions in the United States multiplied without corresponding success in the formation of enduring alliances. Labor federations, in so far as they existed, were local in character. Thus the General Trade Union of the City of New York, active in the labor field as early as 1833, was a federation composed of twenty-one trade societies of that city.(1) The General Trade Union of Boston was organized in 1834 upon the same general lines as the New York Federation, and a constitution adopted at the convention was later ratified by

the sixteen local unions in the federation.(2) Similar unions were formed in other large cities, notably in Baltimore and Philadelphia.

The industrial congress of the United States which met in New York on October 12, 1845, represented a nearer approach to a national federation of labor. The convention called together mainly through the efforts of the New England Workingmen's League and the National Reform Association of New York, elected officers and adopted a declaration of principles.(3) The second industrial Congress met in New York on June 10, 1847, and included representatives from the states of New York, Massachusetts, Pennsylvania, Delaware, Illinois, and Kentucky.(4)

Little was attempted and less achieved in labor federation on a national scale between 1850 and 1864; but as soon as

(1) Ely, *The Labor Movement in America*, 1890, pp. 43-44.

(2) Burke, *Central Labor Unions*, in *Columbia University Studies*, Vol. XII, pp. 28-30.

(3) McNeill, *The Labor Movement: The Problem of Today*, 1887, p. 104.

(4) *Ibid.*, p. 109.

the Civil War had closed, interest in this direction rapidly developed.(5) The twelfth annual session of the Typographical Union in 1864 adopted a resolution instructing the delegates present to recommend to the local unions of their cities and towns the formation of central trade unions "for the mutual protection and support of the working men of all trades."(6) In the following year, the president of the Bricklayers' Association recommended that its executive officers be given power to act in concert with all other labor organizations of the country to assist in establishing the eight-hour day.(7) About the same time, a group of twelve men, acting independently of the trade unions to which they belonged, met in Louisville to discuss plans in furtherance of the labor movement, and issued a call for a general convention to be held in Baltimore the following year. (8)

On the twenty-sixth of March, 1866, the presidents of various trade unions met in New York City and decided to hold a national convention in Baltimore in August of that year.(9) This was supplemented a little later by a call addressed to the workmen of the United States and signed by William Harding, John Reid and John H. Fay in the interest of the eight-hour working day. All trade unions were invited to participate in the convention, with representation upon the basis of two delegates for each trades assembly and one for every local organization.(10)

On August 20th, the National Labor Union, the name given to the new organization, met in Front Street Theatre, Baltimore, elected a full set of officers, but adjourned without adopting a formal platform or making any provision for raising revenue.(11) The

National Labor Union reassembled in 1867 at Chicago and again in 1868 at New York, and displayed considerable vigor in agitating for a national eight-hour law.(12) Other important subjects discussed in the several conventions were: labor leagues, apprenticeship, co-operation, convict labor, public lands, taxation of bonds, national banks, currency and political organizations.(13) Although the conventions were held in 1869, 1870 and 1871, the membership steadily dwindled. In 1872 a final effort to revive interest resulted in the nomination of an independent candidate for president of the United States. Active participation in the national campaign of that year created internal dissensions which hastened the downfall of the organization.

Several years prior to the dissolution of the National Labor Union, a demand had arisen for a national federation possessing greater vitality and displaying a greater aggressiveness. At the fifth annual convention of the Bricklayers' National Union held in 1870, a resolution was adopted, instructing the president of the Union to "correspond with all the various national and international unions or assemblies for the purpose of effecting an organization of a national trade union to be composed of delegates from each national or union assembly, whose duty it shall be to choose officers, make laws, etc., for the benefit of all unions or assemblies working under their jurisdiction as represented."(14) Two years later, in 1872, a circular was addressed to the different unions calling an informal meeting of the presidents of the national labor organizations of America, to be held in Cleveland, Ohio, on November 19, 1872, for the purpose of taking initial steps

(5) Burke, *op. cit.*, pp. 32-40.

(6) Proceedings of the Twelfth Session, 1864, p. 60.

(7) Proceedings of the Philadelphia and Baltimore Association of Bricklayers, 1865.

(8) Powderly, *Thirty Years of Labor*, 1890, pp. 62-64.

(9) *The International Journal*, Vol. I, No. 1, April, 1866, p. 19.

(10) *Ibid.*, July, 1866, p. 149.

(11) *Ibid.*, Sept., 1866, pp. 178-182. As one member expressed it: "The delegates built a splendid track and locomotive, supplied the engineer with numerous assistants, and neglected the wood and water to get up steam."

(12) The national Labor Union claimed the credit for the passage of an eight hour law by Congress in 1868, and this claim received general acceptance among trade unionists; cf. *Cigarmakers' Journal*, Oct. 10, 1881.

(13) Sixteenth Annual session, National Typographical Union, 1868, p. 37.

(14) Proceedings, Fifth Annual Convention, Bricklayers' National Union, 1870.

towards "the formation of an Industrial Congress of North America to be composed of bona fide representatives of bona fide labor organizations." On July 15, 1873, this convention assembled in Cleveland, elected officers and adopted tentative plans of organization.(15) From a letter written by the president of the Iron Molders' International Union to the president of the International Typographical Union, it appears that many of the thoughtful men in the trade union movement had decided to form a national trade assembly or industrial congress "with the sole proviso that such an association must be entirely free from political influences and composed of delegates from bona fide trade and labor unions."(16) A second session of the Industrial Congress met in Rochester, New York, on April 14, 1874.(17) Owing to the industrial depression of the preceding year, many of the unions had suffered severely and only sixty-three delegates were present. Among the unions represented were the machinists and blacksmiths, the coopers, the shoemakers, the tailors, the cigarmakers, the iron molders, the printers and the miners, together with delegates from the Industrial Brotherhood and the Sovereigns of Industry.(18) A declaration of principles was adopted similar to that drawn up at the Cleveland session, but containing these additional demands: a law to compel corporations to pay their employes once a month; a mechanic's lien law; a law to abolish the contract system on national, state and municipal work; a system of public markets; cheap transportation; and a law to provide for arbitration between employers and employes.

On the fourth of July, 1876, the Congress proposed to inaugurate an eight-hour day campaign, and in order to make the movement successful urged

the closer union of all trade and labor organizations. Where sufficient unions or lodges existed in any one town or county, local or industrial councils composed of delegates from each union were to be formed. A state council or assembly in each state or territory constituted the unit of representation in the Industrial Congress. This plan did not meet with popular favor and never attained any importance.(19)

In 1877 some activity was displayed by the International Labor Union, with branches in seventeen states, and having for its objects the formation of an amalgamated union of laborers, the organization of all workingmen along trade lines and a general fund for benefit and protective purposes. This organization in common with its predecessors failed however, to supply the need of the unions for national federation and never attained large membership.(20)

From this time forth, however, the movement toward general federation assumed more definite shape. Not only the national officials of labor organizations, but the membership as well declared for a closer alliance of all trades.(21) The following letter, typical of the period, was sent by the president of the Amalgamated Association of Iron and Steel Workers to the president of the Cigarmakers' International Union.

I desire, through you, to call attention of your organization to the subject of "Federation of Trades Unions" which is now engaging the attention of many of our best labor societies.

At the last session of the National Lodge Amalgamated Association of Iron and Steel Workers of the U. S., the subject was considered and the following resolution unanimously adopted:

RESOLVED, That the Delegates of the A. A. of I. and S. W. in convention assembled, at Columbus, Ohio, do instruct our national lodge officers to take the initiatory steps toward forming a federation of trades' unions, that they shall

(15) Powderly, *op. cit.*, pp. 108-110.

(16) Proceedings, Twenty-first Annual Session, International Typographical Union, 1873, p. 13.

(17) Iron Molders' Journal Feb., 1874, p. 278.

(18) *Ibid.*, April, 1874, p. 332.

(19) The Bricklayers' National Union at its convention of 1876 refused to indorse the movement (Proceedings, 1876, pp. 19-21), and the Typographical Union passed a resolution at the session of 1875 disapproving of its subordinate unions taking part in any Industrial Congress (Proceedings, Twenty-third Session, 1875, p. 62).

(20) McNeill, *op. cit.*, pp. 161-162.

(21) For the action of the Cigarmakers, cf. Cigarmakers' Official Journal, June, 1877.

have power to open correspondence with the presiding and executive officers of all trades' unions throughout the U. S. for the purpose of perfecting such arrangements as will speedily place the men of all trades beyond the power of capitalists or monopolies either to starve them into submission or force them to accept less than a "fair day's wages for a fair day's work." Should it meet with your approval, the officers of our Association will be glad to meet your representatives at such time and place as may be selected by mutual arrangement.(22)

That permanent federation was in the minds of labor leaders is also indicated by the action of other prominent national unions. Thus the Typographical Union at the annual session of 1878 decided to enter into correspondence with other unions, to arrange for a conference with their national officials, and to report the result to the next convention.(23) Again in 1879 the corresponding secretary of the Typographical Union was instructed to open correspondence with the different unions for the purpose of forming an international amalgamated union.(24) A further step was taken in the convention of 1880, when an invitation was extended to all national and international trade unions to send delegates to a "Continental Federation of Trades," which should hold annual meetings at such time and place as might be selected by the federation.(25) Most of the organizations thus addressed took no notice of the communication, and further effort was for the time abandoned. The president of the Typographical Union declared in his report to the session of 1881: "The subject is of such importance that we can afford to suffer in patience numerous failures if as an ultimate result the mechanics of the United States and Canada can be brought into a closer and common organization for the common good."(26)

Meanwhile an entirely distinct movement toward labor amalgamation had developed. As early as 1861, Uriah

S. Stephens, then a garment cutter in Philadelphia, wrote to a friend in New York city: "I speak to you of unions as they now exist. To be candid with you, I will say I have little or no faith in their power to raise the toiler to the position he should occupy. They are too narrow and too circumscribed in their field of operations. I do not claim to be gifted with the power of prophecy, but I can see ahead of me an organization that will cover the globe. It will include men and women of every craft, creed and color. . . . Its groundwork will be secrecy, its rule obedience, and its guiding star mutual assistance." In the spring of 1869 this garment cutter, a member of a Philadelphia trade union started to put his ideas into practice by interesting his associates in a new movement. On December 9, 1869, the Garment Cutters' Union of Philadelphia disbanded and divided the funds in the treasury among the members in good standing. At the close of the last meeting of the union, a secret society was organized by Stephens and a few of his associates under the title of Garment Cutters' Assembly of the Knights of Labor.

Early efforts to increase the membership did not meet with much success in consequence of the secrecy maintained. The first annual report in 1871 showed only sixty-nine members in good standing.(27) Soon after the formation of Local Assembly No. 1, the ship carpenters and calkers organized and entered the order as Local Assembly No. 2. Thenceforth, the growth of the Knights of Labor became more rapid, and by 1875 fifty-two locals had been formed in Philadelphia, and about two hundred and fifty in other places.(28)

A demand soon arose for a central organization of the local unions in Philadelphia and the environs. On Christmas day, 1873, District Assembly No. 1, consisting of representatives from the

(22) *Cigarmakers' Journal*, June 10, 1878.

(23) *Proceedings, Twenty-sixth Annual Session, 1878*, pp. 31-34.

(24) *Proceedings, Twenty-seventh Annual Session, 1879*, pp. 31-39.

(25) *Proceedings, Twenty-eighth Annual Session, 1880*, p. 64.

(26) *Proceedings, 1881*, pp. 12-13, 25; also *Cigarmakers' Journal*, October 10, 1880.

(27) *Historical Sketch of the Knights of Labor*, by Carroll D. Wright, in *Quarterly Journal of Economics*, January, 1887, p. 145.

(28) *Ibid.*, p. 146.

local assemblies, was organized in Philadelphia. This plan proving successful, other district assemblies were formed wherever the number of local assemblies justified a federation.(29) Finally, on July 3, 1876, in response to a call sent out by District Assembly No. 1, delegates from the several locals met in Philadelphia, adopted a constitution and selected for the national organization the name of National League of North America. A year later, on Aug. 2, 1877, a circular from District Assembly No. 1, was sent to all officers and members of the Knights of Labor notifying them of a convention to be held in Reading, Pennsylvania, on January 1, 1878,(30) for the purpose of forming a "general assembly," and establishing a central resistance fund, a bureau of statistics and a system of revenue to aid in the work of organization. In response to the call thirty-two delegates assembled, including nine miners, four shoemakers, four machinists, two glass blowers, one molder, one engineer, one printer, one steam-boiler maker, one nail packer, one carpenter, one cooper, one garment cutter, one blacksmith, one teacher, one glass worker, and two locomotive engineers.(31) A permanent organization with strongly centralized control was formed under the title of the "General Assembly of the Knights of Labor of North America."(32)

The preamble to the constitution adopted at Reading, 1878, bore a close resemblance to the one used by the Industrial Brotherhood of 1874. It set forth the objects of the new organization as follows: "To bring within the folds of organization every department of productive industry, making knowledge a standpoint for action, and industrial, moral worth, not wealth, the true standard of industrial and national greatness; to secure to the toilers a proper share of the wealth they create." Among

the specific aims proposed were: The establishment of bureaus of labor statistics; the formation of co-operative institutions, productive and distributive; the reservation of public lands for actual settlers; the abrogation of all laws bearing unequally on labor and capital; the enactment of laws to compel corporations to pay a weekly wage; the passage of mechanic's lien laws; the abolition of the contract system on national, state, and municipal works; the adoption of arbitration in labor disputes; the prohibition of the labor of children under fourteen years of age in workshops, mines and factories; the abolition of contract prison labor; the securing of equal pay for men and women; the introduction of the eight-hour day, and the issuing of a national circulating medium, without the intervention of banks, to be legal tender in payment of debts.(33)

In the next three years, from 1879 to 1881, the Knights of Labor held conventions and displayed considerable vigor in organizing new locals. But, although in full accord with the ideals of the general labor movement, the new organization developed along lines unmistakably opposed to the traditional principle of trade unionism, viz., trade autonomy, and to that extent failed to satisfy the advocates of a national federation of trades. It has disregarded trade boundaries in a large measure, and placed in the hands of the General Assembly "full and final jurisdiction" in all matters pertaining to the local and district assemblies.(34) The district assembly in turn possessed power within its district to "decide appeals and settle controversies within or between local assemblies."(35)

Partly as a reaction against this highly centralized form of government, and partly to carry out the original idea of a national federation of autonomous trade unions, prominent labor leaders in 1881

(29) Powderly, *op. cit.*, p. 187, et seq.

(30) Proceedings, General Assembly, Knights of Labor, 1878, p. 3. For full text of the circular see Powderly, *op. cit.*, p. 238.

(31) Proceedings, General Assembly, Knights of Labor, 1878, p. 26.

(32) *Ibid.*, pp. 29-38.

(33) Constitution, General Assembly, 1878, Preamble.

(34) *Ibid.*, Art. 1, sec. 2.

(35) Constitution, District Assemblies, 1878, Art. 1, sec. 2.

arranged for a general conference of representatives of the different unions.

The National Labor Amalgamated Union, the name adopted by this conference, convened in Terre Haute, August 2, 1881, but did little more than prepare a call for a subsequent convention to be held at Pittsburg. (36)

In response to this call, delegates from trade and labor organizations met at Pittsburg on November 15, 1881, and formed the Federation of Organized Trades and Labor Unions with John Jarrett, president of the Amalgamated Association of Iron and Steel Workers, as temporary chairman. The platform of the Federation set forth the objects of the organization as follows: The passage of laws in state legislatures and in Congress for the incorporation of trade unions and similar labor organizations; the compulsory education of children; the prohibition of children under fourteen from working; the enactment of apprentice laws; the passage of an effective national eight-hour law; the restriction of the "order" or "truck" system; the passage of a mechanic's lien law; the repeal of all conspiracy laws directed against organized labor; the establishment of bureaus of labor statistics; the protection of American industry; the exclusion of foreign laborers under contract; and the proper representation of all trade and labor organizations in law making bodies. (37)

For several years after 1881 the history of the general federation movement in the United States centers largely in the struggle between the Knights of Labor and the Federation of Trades and Labor Unions. As each organization grew stronger, an aggressive rivalry developed. The communication issued by the Federation to the national trade unions indicates that some antagonism was present from the beginning: "Open trade unions national and international, can and ought to work side by side with the Knights of Labor, and this would be

the case were it not for men either overzealous or ambitious, who busy themselves in attempting the destruction of existing unions to serve their own whims." (38) *The Cigarmaker's Journal* referred to the federation movement of 1881-1882 as in a "chaotic state, pulled and dragged in all directions," and advised against "all inferior systems of organization." (39) On the other hand, the president of the International Typographical Union recommended in his annual report that steps be taken to bring about a better understanding with the Knights of Labor. "We cannot afford to be anything else but friends," he declared, "we are aiming at the same object, and we should court the good will of the Knights of Labor, as they are a power in our time of need,—ever ready to extend a helping hand." (40)

The year 1886 marks an important period in labor federation history. Not only did the Knights of Labor then reach their greatest numerical strength, but the movement towards the national federation of trades gained new vigor from the transformation of the Federation of Trades and Labor Unions into the American Federation of Labor. The Federation of Trades and Labor Unions failed to satisfy the more energetic and ambitious labor leaders, who were desirous of reaching some agreement with the Knights of Labor whereby the friction between that organization and the trade unions should be removed. In response to a call issued by P. J. McGuire general secretary of the Brotherhood of Carpenters and Joiners; A. Strasser, president of the Cigarmakers' Union; P. J. Fitzpatrick, president of the Iron Molders' International Union; Josiah Deyer, secretary of the Granite Cutters' International Union, and W. H. Foster, secretary of the Federation of Trades and Labor Unions, a trade-union conference met in Philadelphia on May 17, 1886. After the election of officers, the representative of each national union

(36) Cigarmakers' Official Journal, October 10, 1881.

(37) Proceedings, First Annual Session Federation of Organized Trades and Labor Unions, 1881, pp. 3-4.

(38) McGuire, *The American Federation of Labor: Its History and Aims*, p. 4.

(39) Cigarmakers' Official Journal, November, 1882, p. 5.

(40) Proceedings, Thirty-second Annual Session International Typographical Union, 1884, p. 12.

related the grievances of his particular organization against the Knights of Labor. The charges in general were: aiding unfair employers in their fight against the unions, the initiation of "scabs" into the order, working below the union scale and ignoring the hours of labor set by the unions.(41) As a result of this conference, certain proposals were agreed upon to be submitted to the special session of the General Assembly soon to be held at Cleveland, Ohio. As this "treaty" was the basis of subsequent proposals and explains clearly the position taken at that time by the trade unions, and thereafter by the American Federation throughout its controversy with the Knights of Labor, it is appended in full:

1. That in any branch of labor having a national or international organization, the Knights of Labor shall not initiate any person or form any assembly of persons following said organized craft or calling without the consent of the national or international union affected.

2. That no person shall be admitted to the Knights of Labor who works for less than the regular scale of wages fixed by the union of his craft; and that none shall be admitted to membership in the Knights of Labor who has ever been convicted of scabbing, ratting, embezzlement, or any other offense against the union of his trade or calling, until exonerated by the same.

3. The charter of any Knights of Labor assembly of any trade having a national or international union shall be revoked and the members of the same be requested to join a mixed assembly or form a local union under the jurisdiction of their respective national or international trade union.

4. That any organizer of the Knights of Labor who endeavors to induce trade unions to disband or tampers with their growth or privileges shall have his commission forthwith revoked.

5. That wherever a strike or lockout of any trade union is in progress, no

assembly or district assembly of the Knights of Labor shall interfere until settled to the satisfaction of the trade unions affected.

6. That the Knights of Labor shall not establish nor issue any trade mark or label in competition with any trade mark or label now issued, or that may hereafter be issued, by any national or international trade union.(42)

Contrary to the wishes of the trade unionists, no definite action on the "treaty" was taken at the Cleveland meeting of the General Assembly. Later in the year a further effort to arrive at a permanent understanding with the Knights was made. Among other grievances, it was claimed that during a lock-out by manufacturers in New York City early in 1886, in consequence of a strike against reduction of wages, certain cigar factories involved had been organized by the Knights of Labor. Similar acts of hostility, the Cigarmaker's Union asserted, had been committed at Milwaukee and Syracuse.(43) The general executive board of the Knights promised to investigate the charges as soon as opportunity offered, and to revoke the charter of the offending assembly if the statements proved correct.(44) Notwithstanding this action, the Cigarmaker's Union ordered a boycott against all cigars bearing the label of the Knights and endeavored to discredit the Order.(45)

When the General Assembly of the Knights of Labor assembled at Richmond, in October, 1886, the Cigarmaker's officials offered a further protest against the attitude of the Knights and asked for some assurance that the trade unions thereafter would not be interfered with by the organizers of the Order.(46) The response of the General Assembly was to adopt a resolution compelling all em-

(41) Cigarmakers' Journal, June, 1886, p. 7.

(42) Ibid.

(43) Proceedings, General Assembly, Knights of Labor, Special Session, 1886, pp. 30, 50. In a letter to the General Master Workman of the Knights dated March 6, 1886, the President of the Cigarmakers' International Union said: "I consider the action of your organizers in New York City a bold and unscrupulous attack upon recognized trade union principles, and hostile to the Cigarmakers' International Union in particular."

(44) The great strike of 1886 on the Missouri Pacific System was then in progress.

(45) Proceedings, General Assembly, 1886, pp. 137-138.

(46) The General Master Workman in his address to the tenth Regular Session of the General Assembly held at Richmond, 1886, partly admitted the claim of the trade unions, but declared that the trouble had been greatly magnified and distorted. He recommended that any trade union having a grievance against the Order should submit the matter, through its president, to the General Master Workman and the executive board of the Order.

ployes in the cigar trade who were members of both the Knights of Labor and the Cigarmaker's International Union to withdraw from the Union or leave the Knights,(47) and adjourned without making further advances towards a peaceful settlement of the difficulties.

Throughout this controversy between the Knights and the Cigarmakers, the Federation of Trades had exerted its influence steadily in favor of the latter. Accordingly, when the representatives of various trade unions arranged to meet in Columbus, Ohio, the first week in December, 1886, the legislative committee of the federation decided to hold its annual convention at the same time and place for the purpose of co-operating with the conference of trade union officials.

The two conventions met on December 7 and 8 respectively, and the members of the Federation of Trades attended the sessions of the trade union conference in a body. On the third day of the conference, the committee of the whole reported to the Federation that its committee had attended the conference and that all the delegates had been admitted as members thereof. The legislative committee also reported that the trade union conference had formed a new organization known as the American Federation of Labor with a constitution designed to protect the interests of trade unions. It was agreed that all moneys, papers, and effects of the old Federation should be turned over to the officers of the new organization and that all per capita tax due the old Federation should be collected by the new Federation.(48)

From this time forth, the Knights of Labor steadily declined in membership and power, while the American Federa-

tion advanced with rapid strides. At the present time the Knights play an inconsiderable part in the labor movement, and the American Federation is gaining steadily in influence.(49)

In 1896 the Western Federation of Miners, at that time affiliated with the American Federation of Labor, had a protracted strike at Leadville, Colorado, which taxed the financial resources of the union to the utmost.(50) When the annual convention of the American Federation met at Cincinnati in December, the Delegates of the Western Federation appealed to the membership for aid. The report of the executive council subsequently adopted by the Convention declared: "We hereby, and to the utmost of our ability, tender them, the Western Federation of Miners, the support of the American Federation of Labor and call upon the national and local unions herein affiliated, as well as our central bodies, to extend to them our moral and financial support."(51) Little further assistance seems to have been given, for the officials of the Western Federation later asserted that the financial contributions were scarcely sufficient to cover the cost of canvassing for them.(52) Largely on account of this lack of support from eastern unions, the Western Federation of Miners withdrew from the American Federation of Labor and laid plans for an independent federation to comprise all western unions. In response to a call sent to the labor unions of the Rocky Mountain states and territories, a convention including representatives from various unions met at Salt Lake City in May, 1898, and formed the Western Labor Union.

Progress during the first two years was slow. The small per capita tax imposed on the membership was insuf-

(47) Proceedings, General Assembly, 1886, pp. 200, 280.

(48) Proceedings, Sixth Annual Session, Federation of Organized Trades and Labor Unions, 1886.

(49) In accordance with a resolution adopted by the General Assembly in 1893, the general officers of the Knights of Labor invited representatives from national labor organizations to meet and discuss plans for bringing the different unions into closer touch with each other. The conference met on June 11, 1894, in St. Louis, with the following organizations represented: Locomotive Engineers, Locomotive Firemen, Railway Trainmen, Railway Conductors, Green Glass-bottle Blowers' Association, Farmers' Alliance, American Railway Union, American Federation of Labor and the Knights of Labor. Plans were agreed upon for future conferences but they were never carried out; see Journal of the Knights of Labor, June 14, 1894.

(50) See below, p. 122.

(51) Proceedings, American Federation of Labor, 1896, pp. 62-63.

(52) American Labor Union Journal, November 20, 1902.

ficient to carry on extensive organizing, and at the end of that period the total number of charters in force was only ninety-five.(53) At the convention of 1900 the federation in voting to admit three locals of shoe workers in Massachusetts, departed from the original idea of a Western organization and thereafter admitted a number of locals located in the east and central west. In May and June 1901, the annual convention raised the per capita tax from seven cents to ten cents per month, and ordered three cents of this amount to be set aside and used exclusively for organizing purposes.(54) Up to the convention of 1903 this special fund had never been sufficient to meet the expenses of organizing, and additional amounts were appropriated from the general fund. The secretary-treasurer reported to the sixth annual convention a membership of nearly 100,000, comprising 276 unions in twenty-four states, territories and provinces.(55)

In 1902 the fifth annual convention changed the name of the federation from the Western Labor Union to the American Labor Union, with jurisdiction extending over North America. At the same time resolutions were adopted favoring socialism and committing the federation to a definite policy of political activity.(56) The resolutions then adopted were as follows:

WHEREAS the time has come for undivided, independent working class political action; therefore be it

RESOLVED, That the representatives of the American Labor Union do hereby declare in favor of International Socialism, and adopt the platform of the socialist party of America in its entirety as the political platform and program of said organization.

RESOLVED, That we earnestly appeal to all members of the American Labor Union and to the working classes in general to be governed by the provisions of this resolution.

PLATFORM OF SOCIALIST PARTY OF AMERICA.

1. The collective ownership of all

means of transportation and communication and all other public utilities, as well as of all industries controlled by monopolies, trusts and combines. No part of the revenue of such industries to be applied to the reduction of taxes on the property of the capitalist class, but to be applied wholly to the increase of wages and shortening the hours of labor of the employed to the improvement of the service and diminishing the rates to the consumers.

2. The progressive reduction of the hours of labor and the increase of wages in order to decrease the share of the capitalist and increase the share of the worker in the product of labor.

3. State or national insurance of working people in case of accidents, lack of employment, sickness and want in old age; the funds for this purpose to be furnished by the government and to be administered under the control of the working class.

4. The inauguration of a system of public industries, public credit to be used for that purpose in order that the workers be secured the full product of their labor.

5. The education of all children up to the age of eighteen years, and state and municipal aid for books, clothing and food.

6. Equal civil and political rights for men and women.

7. The initiative and referendum, proportional representation and the right of recall of representatives by their constituents.

But in advocating these measures as steps in the overthrow of capitalism and the establishment of the co-operative commonwealth, we warn the working class against the so-called public ownership movement as an attempt of the capitalist class to secure governmental control of public utilities for the purpose of obtaining greater security in the exploitation of other industries and not for the amelioration of the conditions of the working class.(57)

In the following year (1903) this political declaration was reaffirmed, and a constitution embodying entirely new features was framed.(58) In December, 1903, the revised constitution was adopted by referendum vote, and the federation entered upon a new era. At the present time (March, 1905), in addition

(53) Proceedings, Third Annual Convention, Western Labor Union, 1900, p. 40.

(54) Proceedings, Fourth Annual Convention, Western Labor Union, 1901, p. 66.

(55) Proceedings, Sixth Annual Convention, American Labor Union, 1903, p. 23; American Labor Union Journal, September 3, 1903.

(56) Out of a total vote of 69, only 13 voted against the resolution.

(57) Constitution, American Labor Union, Preamble, 1903, pp. 4-6, and Proceedings, Fifth Annual Convention, 1902, pp. 58-59, 61.

(58) Proceedings, Sixth Annual Convention, American Labor Union, 1903, pp. 92-93.

to the local unions and state federations, four national unions hold charters from the American Labor Union, viz., the Western Federation of Miners, the

United Brotherhood of Railway Employees, the Amalgamated Society of Engineers, and the International Musical Union. (59)

(59) Voice of Labor, March, 1905.

Studies in English Expression.

BY CARL C. MARSHALL IN "THE AMERICAN PENMAN"

Spelling Reform.

It is about a quarter of a century since various organizations of philologists and other language-reformers in America and England began a more or less concerted effort to bring about radical, not to say revolutionary, changes in the matter of English spelling.

In a previous paper in this series, I have referred to their efforts, and have indicated my reasons for believing that no radical or extensive changes can be made in any language by any college of reformers, be they never so wise, and no matter how desirable or reasonable the proposed changes may be. Practically all such efforts must fail simply because languages *grow*, but are *never built*.

It was the purpose to discuss this question of English spelling near the conclusion of this series of articles, but certain recent events make it desirable to take up the matter somewhat out of its logical order. Some months ago it was announced in the newspapers that Mr. Andrew Carnegie, whose extensive library benefactions have made him easily the greatest patron of letters that the world has ever known, had become a convert to the spelling reform cult and that he had set apart a generous block of steel corporation stock, the proceeds of which was to be used in promoting "the cause". Following this came the announcement of the formation of the "Simplified Spelling Board," with headquarters at No. 1 Madison Ave., New York. This board consists of twenty-eight Americans of more or less celebrity, among them being such personages as Professors Lounsbury and Brander Matthews, Henry Holt, the publisher,

Justice Brewer of the U. S. Supreme Court, University Presidents Jordan, of California, Andrews of Nebraska and Butler of Columbia, Ex-Secretary of the Treasury, Lyman J. Gage, and, among authors, Thomas W. Higginson, Richard Watson Gilder and Samuel L. Clemens (Mark Twain). Mr. Carnegie is, of course, also a member of the board. This battery of big guns sounded their first broadside in the form of a circular issued March 21, 1906, in which the "justice and occasion" of the proposed war is briefly set forth, and a list given of the members of the board. Up to the present time five other circulars or tracts have been issued, from which may be gathered a fair idea of what the board proposes to accomplish in the matter of "simplifying" (they are careful not to call it "reforming") the spelling of English words. These circulars may be obtained free of cost by any one who is sufficiently interested to mail a request for them to the board's headquarters as given above.

Had nothing happened beyond the formation of this board, it is probable that the whole matter would have quickly passed out of the public mind, just as have a number of similar "movements" in times past. But within the past few months the startling announcement has been made that the "Simplifiers" have attracted to their banners a no less doughty knight than the President of the United States, and it is further announced that Mr. Roosevelt, with characteristic impetuous practicality, has ordered that all official documents hereafter issuing from his office shall be spelled in accordance with the "recom-

mendations" of the Simplified Spelling Board. Here is something to make people sit up and take notice. When Theodore Roosevelt does things (as he inevitably and frequently does) everybody is interested, and so it has come about that thousands of people are now reading and talking about "spelling reform" who, in the ordinary course of events, never would have heard of it.

Within a few brief months to win to their cause two such substantial supports as the money of Mr. Carnegie and the example of Mr. Roosevelt, is no small triumph for the "Simplifiers." With them and their cause it is "now or never" for certainly they have never had before (and may never have again) such a favorable opportunity for getting their case fairly before the public. It is therefore opportune for all of us to ask, "What is it that you propose to do, and to have the rest of us do?"

The immediate answer to this question is found in the circulars before referred to, and a reading of them shows that the present recommendations of the Board comprise on their surface a rather mild, not to say tame, reform program. Contrary to the impression given out by certain badly informed newspapers, the board, for the present at least, does not advise the adoption of any system of spelling based on the Josh Billings method. The limit of their present attack on current word-forms is to publish a list of three hundred words, that are now, or have been in the past, spelled in more than one way, and to recommend that in spelling these words, the public choose the shorter or "simplified" form. The greater number of these include words like honor, color, check, ax, center, draft, mold, wagon, judgment, good-bye, dike, saber, omelet, and others that are already fairly well established in America. So far as these words go they are already "reformed" and at least in this country require no further attention. But along with these unobjectionable and commonly used forms the board includes a lot of words not entitled to the same classification, for the reason that the "simplified form" is either archaic or rarely used, and is and has been for generations, quite unsup-

ported by usage. Among these are such words as *adrest*, *blusht*, *confest*, *drest*, *dropt*, *winkt*, and a long line of other verb-formations in which one of the doubled letters is dropped, and the final *d* is changed to *t*. Many of these forms are to be found in the older editions of Shakespeare, Milton and other Elizabethan writers, but most of them have long been obsolete, and are "black sheep" in any fair list of "words that are spelled both ways." Still more far-fetched are another class of words recommended by the board which include such words as *thru*, *tho*, *thoro*, *altho*, *clue*, *coquet*, *gazel*, *rime*, *sithe*, *sulfur*, *wo*, etc., for which there is not now and has not been for centuries any support in general usage. Fairly stated, the present attitude of the board appears to be that whenever a shorter, or "simplified" form has appeared in the works of any English author of repute, or whenever such a form has been taken account of by any dictionary maker, and whenever the simplified board in the plenitude of its wisdom has decided to put that form on its "list", the rest of us should choose that form instead of the longer one, and quite regardless of the current usage.

But while this very moderate dose of "simplification" is all that these doctors propose to administer to us *now*, they make it entirely clear that they contemplate much more drastic medicine in the future. If we take the pink pills without a grimace, the calomel and jalap and vermifuge will come later. While they allay immediate apprehension by pointing out that they have not "as yet" invented any new word forms, they nevertheless announce in their latest circular that "the Board will in due time *make suggestions of its own*. It will propose further *simplifications of the same sort*. It will advocate the casting out of certain letters which do not affect the pronunciation according to existing analogies and which merely *cumber the orthography*." (The Italics are mine.) From this it plainly appears that the board, when it gets around to it intends to "propose" entirely new word-forms of its own get up, and quite regardless of the question of their ever having been

a part of the language; furthermore the board frankly announces that it "does not propose to be consistent" in the spelling of its publications. For "obvious reasons", as the circular goes on to explain, "the spelling of its publications is made to conform to the list of rules the board may have adopted *up to the date of issue*. The spelling will therefore become progressively simpler and hence less inconsistent." That is to say, those of us who set out to follow the new spelling are never to get it into our heads at any time that we have really learned our spelling lesson *for good*. After we have finally got ourselves in hand so that we can write heapt, leapt, epaulet, accurst, dullness, practise, hiccup, hock, etc., along will come a new "circular" to tell us that "certain letters in these words are not sounded now," that they really "cumber our orthography," and that hereafter we are to write hept, lept, epalet, acurst, dulnes, practis, hicup, and hoc. In other words, when we once cast our lot with the "simplifiers" we are to bid good-bye to all stability, consistency and uniformity in our spelling and we can never know how we ought to spell until we have received the latest circular from No. 1. Madison Ave. In any school where the "simplified" has been adopted, if for instance Johnnie spells the word wrapped, "w-r-a-p-t," the teacher may have to say "No, Johnnie, that spelling is nearly two months old, the last circular says that the w is a 'cumberer' and that we must now spell it r-a-p-t." The board ought to refer this situation to their fellow member, Mark Twain, as one who could report upon it entertainingly.

Yet this condition of orthographic anarchy is exactly what the logic of the board's position leads to. In this connection I recall the infantile tragedy of *The Five Little Pigs*, wherein Old Wolf pleaded with Piggy of the stone house to open the door "just wide enough to let him get his nose in" the porcine domicile, which seemingly harmless request was granted. Then Old Wolf successively preferred the same request as to his eyes, ears, his paws, his body, and finally tail, and then—poor Piggy's hours

were numbered! The question is, do we want to open our, at least, fairly uniform and accepted structure of English spelling to even the reform wolf's nose? Especially is the venture risky in view of the fact that this particular wolf, unlike the one in the nursery story, does not even promise to "be good" or make any concealment of his intentions to put his fangs into pretty much everything in the spelling habitation once he is inside. Let us once at the request of this board of "simplifiers" agree to cast our dictionaries and all accredited usage to the winds, and spell as they (the board) prescribe, and who shall say into what grotesque absurdities they may not lead us? No doubt we shud sune be riting in a wa to ring tears of angwish from anjels and men! To borrow a figure from the other extreme of our classic education can we afford to risk the entrance of this Trojan horse? Would we not better "endure the evils that we have than fly to others that we know not of?" The political anarchist would cure the evils of government by abolishing all governmental authority. The spelling reform anarchist would do the same thing with authoritative spelling. Lest I be accused of making an extreme statement of their position I quote the following excerpts from a recent paper by Prof. Calvin Thomas of Columbia University. Prof. Thomas is a member of the Simplified Spelling Board and his paper is published as its "Circular No. 3." He says:

"During the last hundred and fifty years we have become a race of dictionary worshippers and we have gone so far in our blind unreasoning subservency to an artificial standard that the time has come for a reaction. We need to reconquer and assert for ourselves some of that liberty which Shakespeare and Milton enjoyed. We have the same right to make usage that Steele, Addison and Dr. Johnson, had and *there is quite as much merit in making usage as in following it*. There are signs that the reaction desiderated a moment ago is beginning. We seem to be entering upon an era of assertive individualism in this matter of spelling and that is precisely what is needed. It is to be hoped that in the

next few years variant spellings may continue to spring up in a luxuriant crop, and compete with one another for acceptance. Let editors and publishers show that they have a mind (*sic*) of their own and dare use it—not to the extent of attempting radical and schematic reforms—but to the extent of *trying experiments*, and of adopting the more natural of competing reforms."

Truly a hopeful prospect! If this is not an exhortation to orthographic anarchy what is it? Also, what is it if not impractical and mischievous nonsense? To any one but an incurable hobby-rider it is evident that this proposal to abandon all land-marks and authority in the matter of our spelling and to allow, and even to urge everybody to spell in accordance with his own sweet will, "try experiments," etc., would if it were carried out, not only occasion endless confusion and inconvenience to writers, printers, stenographers, and others who have to do with the language, but it would also work lasting harm to the language itself and its literature. It would again plunge us into that orthographic chaos into which written English was thrown in the Elizabethan period through the ignorance of the imported Dutch printers, combined with that fashion of "assertive independence" as to spelling to which Prof. Thomas longs to return. Whatever errors of judgment may be charged to Samuel Johnson, and the dictionary makers of his time, they at least rescued us from that awful regime of go-as-you-please spelling which prevailed in the sixteenth and seventeenth centuries and which disfigures and deforms most of the finest literary products of the time. Our spelling since that day, has not only grown steadily more simple and rational, but what is even of more importance, it has fairly attained to an accepted uniformity, a fact of the greatest importance to all who have to do with written or printed English. This desirable condition has been mainly brought about by the painstaking work of those very dictionary makers that our spelling reformers so love to abuse. In this delightful time of "assertive individual-

ism" which Prof. Thomas would revive, Shakespeare (or his printers) spelled his own name in five different ways, and the deforming of English words by "trying experiments" in the matter of leaving out or putting in letters was a common practice among both writers and printers. It was to this very period of liberty that we owe most of our present objectionable spelling, a fact that Brander Matthews has himself pointed out. In his paper entitled "The Spelling of Yesterday and Tomorrow," (published as circular No. 4. by the Simplified Spelling Board) Prof. Matthews says: "The spelling of the original editors of the master-pieces of Elizabethan literature is a marvel of typographical incompetency and orthographic recklessness. Yet Prof. Thomas sighs for a return to this spell-as-you-please era, he wants us all to assert our right to exercise the "liberty of Shakespeare and Milton", and gloats over the prospect of a return to this "era of assertive individualism in this matter of Spelling!"

Happily the sober and controlling truth is that the level-headed masses of the people will never "stand for" any such program, even though our impulsive and strenuous President has decided to have his state papers spelled in the new way. Within the next three years another President will be occupying the White House,—Uncle Joe Cannon possibly—and then it is very likely that the Presidential spelling will resume its normal form.

A conclusive reason why sudden and extensive changes in spelling cannot be introduced into any language is the basal fact that language is, with all of us, a *fixed habit*, and very few adult human beings change their habits unless actuated by serious and imperative reasons. When we write we do our spelling mechanically and, for the most part unconsciously, and it could hardly be otherwise since we need to give the most of our attention to the thought, to the selection of words and to the framing of sentences. No writer can keep his mind on his subject and at the same time concern himself with a lot of unfamiliar spellings. I have known one or two spelling re-

formers who have attempted to do this but they did not succeed, and I will hazard the guess that when Mr. Roosevelt pens his messages (if he *does* pen them) he does not use the "simplified spelling" no matter what he may require of the typewriters who prepare his press copies or the printers who set up the matter. In short it is not practical for any busy man who does much writing to adopt radical changes in his spelling habits and it is safe to say that not one in a hundred thousand will even attempt it. We can any of us pick up a simplified form like "program" or "catalog" and finally acquire the habit of using it, but the number of these that we can "take on" at any one time is necessarily limited. It is for this reason that changes in the spelling of any language must always proceed slowly, and never by leaps and bounds.

But there is one practicable way (and only one) by which considerable changes in the spelling habits of the people might be brought about in one generation. This would be by putting the new spelling forms into the school text-books, and teaching them in the primary schools. It is in youth that all of us acquire our spelling habits, be they good or bad. By working on the adult population the members of the Simplified Spelling Board are merely wasting their effort and Mr. Carnegie's money, a fact which in time they will discover. If they would bring their guns to bear on those who make and adopt school books, they might be able to accomplish something. If, for instance, all the school boards of

the country could be induced to demand of the publishers and adopt school books in which the simplified forms were used, there is no doubt that these would be used by the general public of the next generation and their permanent incorporation in the language probably secured. It is of course highly improbable that a majority or even any considerable number of our school boards could be induced to do this but, it is nevertheless the only method to bring about general spelling reform that offers the faintest hope of success. But if the spelling reformers would gain the serious attention of the practical men who have the school in their charge, they must be able to present something more systematic, complete and durable than a mere loosely and inconsistently compiled list of three hundred words, and which list is to be followed up by an interminable program of arbitrary changes. No one will be willing to see our school children embark on such a chartless orthographic sea as that. If our English spelling is to be overhauled, at all, the work should be done systematically, thoroughly and completely and with as much finality as the natural growth of the language will allow. The attempt to reform our spelling piecemeal, and in the spectacular manner which marks the efforts of the present Simplified Spelling Board is futile to the point of absurdity. It savors too much of the misdirected humaneness of the man who cut off his dogs' tail an inch at a time instead of all at once.

Sacrificing the Children.

FROM "THE COMMONER."

For thirty years the trades unions of the United States have been combatting child labor, but the general public gave little heed to the warfare reasoning from the assumption that the unions were antagonistic for reasons that were purely selfish. Labor leaders pointed out the result of this growing evil, but still the

general public gave no heed. Finally thoughtful people began investigation—people who could not be charged with selfish interest in opposing the employment of children—in industrial occupations—and the awful truth so long proclaimed by the trades unions began dawning upon the public mind.

For a time it was threatened that the anti-child labor crusade would degenerate into a "fad," a sort of diversion for the idle rich, but the crusade received such an impetus because of the investigations of sociologists that it is now well nigh, universal.

A majority of the states have already enacted laws restricting the employment of children, but these laws have been loosely drawn, the primary purpose being to cater to the so-called "labor vote" without alienating the support of the employers who profit enormously by the employment of children. Even these loosely drawn laws have not been enforced with any degree of earnestness, and as a result the employment of children has not only become a national curse, but it is threatening the very foundations of the government. It has taken long and weary years for the crusade against child labor to gather momentum, but it now seems to be sweeping over the land, and there is a bright prospect that something tangible will be given the people. Senator Beveridge's bill, which has been printed in the *Commoner*, strikes at the very root of the evil and aims to provide a uniform law which will govern in interstate affairs. This will strengthen state laws and make it more nearly possible to enforce them as they should be enforced. Senator Beveridge's bill provides that.

Six months from and after the passage of this act no carrier of interstate commerce shall transport or accept for transportation the products of any factory or mine in which children under fourteen years of age are employed or permitted to work, which products are offered to said interstate carrier by the firm, person or corporation owning or operating said factory or mine, or any officer or agent thereof, for transportation into any state or territory than the one in which said factory is located.

The bill provides for suitable affidavits and penalties. The need of such a law ought to be apparent to any man or woman who has given even a superficial study to the problem of child labor.

A few years ago the astounding assertion was made that from 60,000 to

70,000 children in the one city of New York "went breakfastless to school" every morning. This assertion was widely copied throughout the country, and attracted the attention of students of sociology. Among them was John Spargo, who immediately set to work to investigate the "child problem", with the result that he has given to the public a book, "The Bitter Cry of the Children", which should be read by every man and woman whose heart beats in sympathy with the children, and who strives for the best in the future of this republic. Mr. Spargo says in his preface:

"A word of personal explanation may not be out of place here; I have been privileged to know something of the leisure and luxury of wealth, and more of the toil and hardship of poverty. When I write of hunger I write of what I have experienced—not the enviable hunger of health, but the sickening hunger of destitution. So, too, when I write of child labor. I know that nothing I have written of the toil of little boys and girls, terrible as it may seem to some readers, approaches the real truth of its horrors. I have not tried to write a sensational book, but to present a careful and candid statement of facts which seem to me to be of vital social significance."

Mr. Spargo may not have strived for the sensational, but no man or woman in whose breast lingers one spark of human sympathy can read that book without a shudder of horror. And he who reads the book and does not resolve to do a part in ridding the country of this gigantic evil is not a citizen upon whom the country may with safety rely. Mr. Spargo touches the real point when he says that "it is a strange fact of social psychology that people in the mass, whether nations or smaller communities, have much less feeling and conscience than the same people have as individuals. People whose souls would cry out against such conditions as we have described coming under their notice in a specific case, en masse are unmoved." That has all along been the chief obstacle in the warfare against the evil of child labor. The sight of one under-fed

child would instantly arouse sympathy in the breast of the beholder; the indisputable fact that tens of thousands of children were starving made no impression.

Mr. Spargo's investigation included almost every branch of industry in the country, and his study brought him into contact with the evil of child labor in its most hideous aspects. Bearing in mind that he makes the declaration that what he has written "does not approach the real horrors" of child labor, the following extracts from "The Bitter Cry of the Children" may serve to give the readers some faint idea of the giant evil which Senator Beveridge's bill aims to destroy and against which the aroused conscience of a nation must fight if it would wipe out this crime against childhood—a crime that is fraught with the gravest menace to the future of this republic.

"Some years ago," says Mr. Spargo, "in one of the mean streets of Paris, I saw, in a dingy window, a picture that stamped itself indelibly upon my memory. It was not, judged by artistic canons, a great picture; on the contrary it was crude and ill drawn and might almost have been the work of a child. Torn, I think, from the pages of an anarchist paper, *La Revolte*, it was, perchance, a protest drawn from the very soul of some indignant worker. A woman, haggard and fierce of visage, representing France, was seated upon a heap of child skulls and bones. In her gnarled and knotted hands she held the writhing form of a helpless babe whose flesh she was gnawing with her teeth. Underneath, in red ink, was written in rude characters, 'The Wretch! She devours her own children!' My mind goes back to the picture; it is literally true today, that this great nation in its commercial madness devours its babes."

After careful investigation Mr. Spargo declares: "It would, I think, be quite within the mark to say that the number of child workers under fifteen is at least 2,250,000." And this in the United States of America!

"Capital has neither morals nor ideals," says Mr. Spargo. "Its interests are always and everywhere ex-

pressible in terms of cash profits. Capital in the United States in the twentieth century calls for children as loudly as it called in England a century ago." He then arraigns the greedy capitalists by the unequivocal assertion that "whatever advance has been made in the direction of the legislative protection of children from the awful consequences of premature exploitation, has been made in the face of bitter opposition from the exploiters."

In the New York legislature, during the session of 1903, the owners of canning factories of the state used their utmost power to have their industry exempted from the humane but inadequate provisions of the child labor law, notwithstanding that **BABIES FOUR YEARS OLD WERE KNOWN TO BE WORKING IN THEIR FACTORIES.** The northern owners of Alabama cotton mills secured the repeal of the law passed in 1887 prohibiting the employment of children under fourteen years of age for more than eight hours a day.

Describing a visit to the flax mill in Paterson, N. J., Mr. Spargo says he tried to get speech with some of the child workers, but was able to do so with only one. She said she was thirteen years old, but Mr. Spargo declares she could not have been more than ten. "If she was thirteen," says Mr. Spargo, "perhaps the nature of her employment will explain her puny, stunted body. She works in the 'steam room' of the flax mill. All day long, in a room filled with clouds of steam, she has to stand barefooted in pools of water twisting coils of wet hemp. When I saw her she was dripping wet, though she said she had worn a rubber apron all day. In the coldest evenings of winter little Marie, AND HUNDREDS OF OTHER LITTLE GIRLS, must go out from the superheated steam rooms into the bitter cold just in that condition."

"I shall never forget my first visit to a glass factory at night," continues Mr. Spargo. "It was a big wooden structure, so loosely built that it afforded little protection from the draughts, surrounded by a high fence with several rows of barbed wire stretched across the top.

I went with the foreman of the factory and he explained to me the reason for the stockade-like fence. 'It keeps the young imps inside once we've got 'em for the night shift,' he said. The 'young imps' were, of course, the boys employed, about forty in number, at least ten of whom were under twelve years of age." The working hours of these "young imps" was from 5:30 p. m. until 3:30 a. m. After watching these boys at their work Mr. Spargo says he could readily understand why the employers preferred to hire boys for that particular work. He says: "IT IS DIFFICULT TO GET MEN TO DO THIS WORK BECAUSE MEN CAN NOT STAND THE PACE AND GET TIRED TOO QUICKLY!"

Mr. Spargo tried his 'prentice hand as a "breaker boy" at an anthracite mine. There are thousands of boys so employed. Their duty is to sit over the long chutes and pick out the slate from the running coal. They are enveloped all the time in a blinding cloud of coal dust. Mr. Spargo thus describes the experiment:

"I once stood in a breaker for half an hour and tried to do the work that a twelve year-old boy was doing day after day for ten hours at a stretch for sixty cents a day. The gloom of the breaker appalled me. Outside the sun shone brightly, the air was pellucid, and the birds sang in chorus with the trees and the rivers. Within the breaker there was blackness, clouds of deadly dust enfolded everything, the harsh, grinding roar of the machinery, and the ceaseless rushing of the coal through the chutes filled my ears. I tried to pick out the pieces of slate from the hurrying streams of coal, often missing them; my hands were bruised and cut in a few minutes; I was covered from head to feet with coal dust, and for many hours afterwards I was expectorating some of the small particles of anthracite I had swallowed. I COULD NOT DO THAT WORK AND LIVE—BUT THERE WERE BOYS OF TEN AND TWELVE YEARS OF AGE DOING IT FOR FIFTY AND SIXTY CENTS A DAY!"

"In New Jersey and Pennsylvania," says Mr. Spargo, "I have seen hundreds

of children, boys and girls, between the ages of ten and twelve years, at work in the factories belonging to the 'cigar trust'. Some of these factories are known as 'kindergartens' on account of the large number of small children employed in them. It is by no means a rare occurrence for children in these factories to faint or to fall asleep over their work, and I have heard a foreman in one of them say it was 'enough for one man to do just to keep the kids awake.' Often the 'factories' are poorly lighted, ill-ventilated tenements in which work, whether for children or adults, ought to be prohibited. Children work as many as fourteen or sixteen hours in these little 'home factories,' and in cities like Pittsburg it is not unusual for them, after attending school all day, to work from 4 p. m. until 12:30 a. m., making 'tobies' or 'stogies' for which they receive from eight to ten cents per hundred."

Patrons of the "cigar trust" should ponder over these amazing statements. Their truth is beyond question.

Mr. Spargo declares that he has seen children six or seven years old at work in New York canning factories at 2 o'clock in the morning. In Oxford, Md. he saw a tiny girl seven years old who had worked for twelve hours in an oystercanning factory. And there are nearly 300 such canning factories in Maryland, all of them employing young children.

"In the sweat shops and, more particularly, the poorly paid home industries, the kindergartens are robbed to provide baby slaves," says Mr. Spargo. "I am perfectly well aware that many persons will smile incredulously at the thought of infants from three to five years old working. 'What can such babies do?' they ask". Then Mr. Spargo proceeds to answer that question by citing specific instances he has seen where mere babies were engaged in work. "Take the case of little Annetta Fanchina, for example," he says. "The work she was doing when I saw her, wrapping paper about pieces of wire, was very similar to the play of better favored children. She was compelled to do it, however, from early morn till

late at night, and even denied the right to sleep. For her, therefore, what might be play for some other child, became the most awful bondage and cruelty." What can four-year-old babies do. Mr. Spargo has seen them, not a score, but hundreds, driven to work. "They pull basting threads that you and I may wear cheap garments; they arrange the petals of artificial flowers; they sort beads, they paste boxes. They do more than that. I know of a room where a dozen or more little children are seated on the floor, surrounded by barrels, and in those barrels is found human hair, matted, tangled and blood-stained—you can imagine the condition for it is not my hair and yours that is cut off in the hour of death!"

But even the most copious extracts from Mr. Spargo's book will not suffice to picture even faintly the awful horrors of child labor as he has seen it. He

declares that he saw, hundreds of times, conditions that he dare not attempt to describe in a printed book, conditions revolting in their beastiality; conditions that are rearing a generation of criminals without even a faint knowledge of decency or morality. And to this end the greed for gold is driving this great republic. Mr Spargo's book should be read by every patriotic man and woman in America, and having read it they should set forth, determined to wipe this crime from the calendar. Senator Beveridge should have the support of the great American people in his warfare against this evil. It is an evil that must be eradicated, and that soon, for already its deadly effects are showing upon the body politic. It is enough to say: "Oh there is no danger that my child will ever be subjected to such conditions". That was the plea of the first murderer, but it was not effective.



Little Folks.

Oh, the little toys and little joys
 And little boys I know,
 And the little lips and little quips
 And little slips, heigh-ho!
 It's a wonderland is the babyland
 Where wee ones laugh and play.
 Where the wee ones creep away to sleep
 When the wee ones feel that way.

Oh, the rows of pearls and tossing curls
 And little girls I know,
 And the hands that cling and feet that swing
 And lips that sing "Bye-o"
 To the little dolls they hold so tight,
 And lullaby to rest
 With a mother croon and mother tune
 In an arm encircled nest.

Oh, the happy days and sunlit ways
 And wonder-gaze of joy
 Of the little girls with rows of pearls,
 And tossing curls and coy;
 And the looks they give to the little lad,
 And the looks he gives back too;
 Where the babies be is the place for me,
 For I love them all, I do.

—J. M. Lewis, in Houston Post.

Paradise Lost Through Human Wisdom.

In the *North American Review* for December 7th, one of our well-known, and large philanthropists has a great deal to say about what he calls "The Gospel of Wealth." Some of his important thoughts are approximately as follows:

"Wealth is no doubt very unequally distributed. Yet all comes from the working multitudes. Some millionaires are very honest in their wealth accumulations, which indicate the high value of their services. Millionaires were very few before our days. Multi-millionaires were unknown until recently." The only remedy that our friend proposes, to save us from the blessings of our "Gospel of Wealth," which he says, it is here to stay, with all its inconveniences, etc., the only process we may adopt to prevent great troubles is—"an inheritance tax."

The friend in question managed to gorge himself up with about half a billion of dollars, in twenty-five years or so. We should not blame him for that, he simply took advantage of the magnificent laws of freedom, or despotism that our sovereign people have been standing for from time immemorial, copied from all the other nations that have ever lived. If he had not accumulated such a big pile of wealth others would have taken his place in the job of "*taxing the honest working masses for permission to use and work on the planet we are inhabiting.*"

"The Gospel of Wealth!" What right has any nation to legislate for the purpose of having such a gospel? There is the tremendous and disgraceful sin of all nations. Why should our nation imitate the other nations in that colossal deformity and make it more sinful than ever on the face of the earth?

If some man can honestly accumulate millions of dollars in a section of a life time, why to place an inheritance tax on that wealth? It has never been proved that any one man can even honestly obtain and retain one hundred thousand dollars in any 500 years, if he could live that period. As a matter

of self evident fact, which can be grasped by anybody who is not a born idiot, all wealth vanishes in an average of 12 or 15 years. Not only that, but the very portion of wealth without which the life of humanity could not go on and we all would perish, that portion, 70% of the wealth produced; that wealth disappears every three years. The 30% wealth which lasts, after a fashion, 20 or more years, that wealth would not keep alive anybody, not even a philanthropist of the first water.

What can last as long as a foolish humanity may last, is the idiotic legislation of monopoly rule, by which we give to some the superb freedom of "*taxing the rest for permission to live and produce the wealth through which alone we can prolong human life on earth.*"

If the intelligence we manage to give to most of our good and wise people, heroes, saints and philanthropists, was a little less foolish than it seems to be, by the way they talk, and write, and think, and feel and act, through centuries untold, how soon we could have something of a sensible civilization!

No stupid Gospel of Wealth would then keep men, nations and churches away from the Gospel of Love, if we only tried to reason like sensible men, and so acted in accord with the plain teachings of Jesus. Is that so difficult to accomplish and carry it in that civilization of ours that thus far seems to play hide and seek with all truth and sound common sense?

It stands to reason that human life must be an interminable failure, in all essentials, as long as we cling to that mental attitude of all ages about the inevitable poverty of our terrestrial existence having been decreed by God from the beginning. Grant that such a mental condition is not any longer vividly formulated as in old times, nor defended as a nucleus of thoughts with the same tenacity that previous generations happened to exhibit on the subject. Has that improved our modes of action in national life? Has that

decreased the conceits of the human family? Have we commenced to feel at least a little meekly about that human wisdom of ours which has forever kept humanity far away from God, far off from high, healthy ideals?

Let us remember that "*the earth*" has been promised to the meek, to the humble, to a non-infatuated humanity. The earth belongs yet to the power of darkness, to monopoly rule, to that perpetual legalization of sin and wrong in all national compacts, by which we poison the life of every one of us, from the plainest John Smith in actual or relative physical poverty, to any complex John D. Rockefeller, sunk in physical wealth. Are we not all sunk yet in spiritual poverty, the worst possible kind in time eternal? And so we all shall remain until we see fit to actualize the truth by which alone Jesus promised men the freedom of positive joys and manhood, freedom from sin. And is not legalized sin by far the most fatal to all the children of men?

And do you know how our friend the philanthropist, whose article we have mentioned, finished his wonderful thoughts about his beloved Gospel of Wealth? He finished it with a certain optimistic song admirably adapted to prolong that industrial and commercial despotism which has for ever been at the root of all social and political despoticisms, even when disguised under republican governments, and any number of trifling, and surface political rights. The song is as follows: "The people shall suppress our present evils as they have suppressed all previous ones."

Yes, every generation has had sense enough to suppress certain wrongs by

evolving another set. But what about the wrong lying at the bottom of all the wrongs we keep suppressing and the new ones we keep evolving? Well, that is the wisdom of men forever discarding the wisdom of God.

Although we have been told by high authority that we are born of the spirit, we still insist upon having a civilization which proclaims that we are born of the flesh and so we keep flinging away the Paradise, the sensible social conditions fixed by God and nature from the beginning. We still wish to have a bad, wretched mixture of good and evil in our social tree, in each beloved nation of ours. The allegory in the Genesis on the subject of a certain tree—we are yet too wise to see the simple wisdom of the figurative historical incident representing but * * * civilization in open or silent rebellion against the altruistic principles of all natural and divine enactments, expressed in words, or in facts, when not in both.

The interdependence of men and nations is inexorable. All our political and social systems repudiate that interdependence still, and, somehow or other, religion does not yet teach us, or we, fine and good people, refuse to learn how to respect that interdependence, except for the purpose of getting the best of each other through selfish legislation; with sword, rifle and gun when needed to carry out our piratical ambitions. We are willing enough, after a fashion to accept the wisdom of God in the life beyond. We prefer our own mean wisdom in the life on earth. We thus lose all paradisaical joys here below. May not that decrease our joys somewhere else?

JOSE GROS.



United States vs. Chicago, Milwaukee & St. Paul Railway Company.

(In the United States District Court for the Northern District of Iowa, Central Division.)

(Syllabus by the court.)

1. All commerce in the United States is under control of either a state or of the nation, and it can not be justly claimed that any of such commerce falls within the power of neither; and when merchandise is carried from one state into another, no system or scheme can be devised to make it intra-state traffic.

2. The undoubted purpose of congress in enacting the safety-appliance laws was humanitarian and such statutes should not be frittered away by judicial construction.

3. Two of the purposes for which the safety-appliance act of 1893 was amended by the act of 1903 were: (1) to include certain vehicles omitted by the former statute; and (2) to include cars "used" by an interstate carrier on any part of its line. The original statute was broadened and not restricted by substitution of the word "use" for the words "haul" and "use."

4. When an interstate carrier hauls cars considerably damaged by derailment so that the coupling devices are gone, 379 miles past three or more places where repairing is done, in order to make the repairs at larger and better equipped shops, it violates the safety appliance law.

5. Where a coupler couples by impact, but can not be uncoupled unless the brakeman or switchman goes between, or over, or under the cars, or around the end of the train, in order to reach the appliance on the connecting car, such a coupling is defective and prohibited by law.

6. A carrier operating its own construction train, which hauls its own rails and products from a point in one state to a point in another state, is engaged in interstate commerce.

7. If an interstate carrier receives and hauls a defectively equipped foreign car, which it can not be required to

do, it violates the Federal safety-appliance acts.

JUDGMENT BY THE COURT.

(November 27, 1906.)

SMITH MCPHERSON, *District Judge*,
(charging jury):

This case has been fully heard by the court and jury on oral testimony, at the close of which each party moved for a peremptory direction for a verdict under every one of the four counts of the petition.

It remains to present my views as to the several counts of the petition.

Count one.—That is with reference to a refrigerator car of another company, with the coupling devices gone and chained to a car of defendant. It was hauled from Elmira, Mo., to Dubuque, Iowa, thus chained, a distance of 379 miles. Near Elmira it, with several other cars, was derailed, thrown down an embankment and left on its side, and off its trucks. A wrecking crew, with two locomotives, in pulling it up to the track still further injured it, but placed the trucks under it, chained it to another car, and placed them in a train for Dubuque. These two cars, so far as made to appear, were not uncoupled in transit; and how many cars were taken out and put into the train within the 379 miles is not made known, nor how many brakemen or switchmen went between them to uncouple and gave up the effort, can only be surmised. The excuse for taking it 379 miles thus chained, is that at Dubuque the company has extensive shops for making permanent repairs, while at Kansas City, a short distance west of Elmira, and at three or more places between Elmira and Dubuque, the company was only equipped for making light repairs. A great part of the time of this trial was taken up with evidence as to whether the damage to the cars was of a light nature, or such as required repairs of an extensive kind. If slight, they could have been made at near-by points. If extensive, and which could be made only

at Dubuque, then the evidence without conflict shows that this empty box car with the trucks detached as they were, could easily have been placed on a flat car properly equipped. And all the witnesses who testified on the subject, defendants included, say that such is easily and often done.

And in my opinion defendant did not have the choice of methods, by abandoning the one quite or nearly as cheap, entirely safe, and adopt the other, which was a menace to life at every stopping place for nearly 400 miles and, in my judgment, unlawful.

Second count.—This covers a car loaded with old steel rails taken from the tracks in Iowa and being hauled to a point in Illinois, to there be placed in side tracks or put to some other use by the company. The coupler would couple by impact, but could not be uncoupled without going between the cars, except as the attached car might have the appliance on that side of the car, where the brakeman or switchman might be, or by going over or under the cars or around the end of the train. The statute will admit of no such construction. Another defense pleaded is that as the company was hauling its own rails and would receive no compensation, it was not engaged in commerce or traffic. That is to say, that construction trains with cars both hauled and used, both locally and across state lines, and cars hauled and used, as just stated, for hauling its own products, can still be equipped with links and pins and fastened with chains, and can be carried back and forth over thousands of miles of roads. Counsel will not expect me to discuss that.

Third count.—The facts under this count for all practical purposes are the same as those under the second count. It was being taken from a point in Missouri across Iowa, to a point in Illinois.

Fourth count.—The facts under this count have caused more discussion by counsel, and me more thought, than all other phases of this case. It was an Illinois Central Railroad car loaded with lumber, brought from a point in

Arkansas to Ottumwa, Iowa, consigned to a manufacturing or industrial plant at the latter place. What company brought the car out of Arkansas is not made to appear. The Rock Island Company brought the car to Ottumwa, and that company placed it with a string of cars on the tracks of defendant, which in turn was to take it a few blocks to the house or plant of the consignee. By doing this with that car, defendant is not only an interstate road, but was engaged in an interstate traffic. Soon after the car was placed on defendant's sidetrack, two different efforts were made to uncouple it, when in motion, and which uncoupling was made as it only could be done, by a man going between the ends of the cars. One of the appliances was broken, but when or where is not made known, and the defect could not be detected by the eye. While these efforts to uncouple were being made, inspectors of the Government witnessed the same, and made report thereof, this case, as to this count, being the result. The defendant's inspectors, when the car was received, and at no other time until after it was known that the Government inspectors had witnessed the foregoing, made no effort to inspect this and the other cars. Thereafter it was placed on other sidetracks until repaired, which was easily done by substituting for the defective appliance one kept in stock, and at a trifling and nominal expense. On this state of facts, in my opinion, the company is liable for the penalty of \$100. Defendant's counsel have said much as to acts of necessity being a defense, and have cited many cases. The complete answer thereto is, that this was not a necessity. The company is not under a necessity to receive defective foreign cars. True it is that this car was placed on its track by another company, but no doubt with and under an implied if not an express contract for so doing. And if a defective foreign car is received, and no inspection is made, the receiving company is liable for injuries and damages that follow. The rule generally is, as contended by defendant's counsel, that guilty knowledge is necessary to constitute an offense.

But the statutes in question make no such requirements. When passing on the demurrer to this count I referred to the numerous cases, without citing them, where one who allows a minor in a billiard room or saloon is liable, even though he believes the party is an adult. And to many like cases I alluded. But it is now contended that such cases are not in point, because there is no general right to have a billiard hall or saloon, a license therefore being necessary. Such an attempt to distinguish those

cases from the one at bar is not an answer. Take the cases for violations of the pure-food laws. It is no defense for the seller that he believes the food was pure. Statutory offenses generally are complete when the language of the statute is violated.

Mr. Merritt of the jury will act as foreman, and as such will sign the four verdicts which I now hand him, which are for the Government under all the counts, and on which judgments will be entered. All of which is now done.

Albert Butts, Champion.

E. E. BREMAN

Experience teaches us that the environments of any particular occupation, followed by men for the purpose of making a livelihood, are almost sure to indelibly mark such followers so that one familiar with said marks can rarely be mistaken in the interpretation of them.

The followers of the occupations incident to train service on modern American railroads are no exceptions to this rule, but rather in fact, emphasize the truth of it. As is well known, any man who has followed any one of the branches of train service long enough to become thoroughly conversant with the work, unconsciously acquires certain mannerisms and peculiarities of language from which he never wholly departs, no matter how long a time he may remain away from the railroad, nor what occupation he may choose to follow.

Every occupation produces all grades of men, good, bad and indifferent—morally and otherwise, but in every case by close inspection, we who are familiar with the characteristics, can easily detect to what craft or trade any particular individual may belong.

Undoubtedly every craft contains certain men who take particular delight in recounting past experiences. For some unexplainable reason many of these

men have a peculiar mental faculty that enables them to easily recall the circumstances of any particular experience that they may have met with, but at the same time, after several repetitions of the narrative, become somewhat mixed in some of the details, and easily acquire the belief that the whole thing is gospel truth, simply by repetition of something that in the beginning was started as a joke, and maybe without any foundation in fact, whatever. Now the genus railroad man is no exception to this, as we all know, and every railroad center will furnish at least three or four past masters in this art. I have traveled around a bit myself, and have been thrown into contact with many of this kind, but the past year afforded me the opportunity of meeting the man whose name heads this narrative and to whom I cheerfully and confidently award the title of champion, together with the belt and all the appurtenances belonging to that high office.

The way I happened to meet him was something like this: Last summer I was visiting a place up in Colorado, I will not name the place, but it was less than a thousand miles from Denver, and I had a royal good time.

Got acquainted with dozens of the

best railroad boys in the world, and who, one and all, exerted themselves to make my visit a pleasant one.

One day I happened to inquire if anyone knew, or ever heard of a man by the name of Henry Jenkins. The last knowledge I had of him was along in 1875, at which time, if my memory serves me right, he was working as a freight brakeman somewhere in Colorado, or Nebraska.

None of the boys could recollect such a man, but somebody proposed that we consult "Old Al" Butts. "He'd know all about it if anybody did," so the boys assured me.

So I, innocent lamb that I was, allowed myself to be led into the presence of the venerable sage of the Rockies.

Let me see if I can give a description of him: (words however, are inadequate, he must be seen to be appreciated). It seems that he began railroading just about as soon as he was old enough, and continued to follow it up to the time when failing eyesight and old age began to render it unsafe for him to longer remain in road service, which, I understand, was but recently.

When led in and presented to him, I noted as he rose to greet me, that, although he was a man of nearly or quite seventy years of age, yet, he stood straight as an arrow and more than six feet in height. His eye was clear and literally piercing, for as he conversed, he seemed to look entirely through and beyond his listeners to scenes that his imagination or recollection conjured up from a past replete with adventure. The skin of his face and neck after years of an incessant bombardment of sparks from an old "diamond" stack, had become blackened, toughened and almost polished, reminding one of nothing so much as a section of blacksmith's leather apron, upon which the sparks from the white hot iron have for years beaten in vain.

A somewhat large mouth and hooked nose will have to suffice for a further description of this powerful countenance except that it was flanked by parched prairie grass whiskers, grizzled, frazzled

and worn thin in places, the latter for a reason that will presently appear.

To listen as I did, in open-mouthed wonder, to the flights of imagination of this modern genius, as he deftly ran along the edge of the dizzy precipice of possibility without seeming effort, is very similar to watching the highest flights of a trained acrobat or high trapeze performer.

Without even exerting himself he easily relegated the hitherto old, reliable lie manufacturing firm of Ananias, Gulliver, Munchausen & Co. to the extreme back streets of the staid and quiet hamlet of Veracityville, with the expressive "To Let" notices pasted in every available window. As we gaze upon a modern locomotive, steamboat, or passenger coach, the mind instinctively goes back to the beginning and slowly traces the evolution from the first crude vehicle to the modern perfection in mechanics; so too, as we listened to "Old Al," we could not help thinking of the puny efforts of the ancient hunter-liar, the fisherman-liar, "the oldest-resident" severe winter-liar, etc. etc. All of which, in comparison to him, seemed as mean and small as an ancient stoneboat would be when compared to a modern drawing-room coach.

In action he seemed to be almost automatic, that is, in the sense that a machine is automatic—without apparent reason or thought,

Somehow he reminded me of a modern passenger locomotive. We see the fireman deftly feed the coal into the fire-box and the engineer, just as deftly handling the throttle and other levers, and lo! the machine moves—which fact, to a person unacquainted with the cause would appear miraculous. In "Old Als" case he was the whole thing, locomotive, engineer, fireman and all.

His mode of procedure is something like this: He cuts off a generous chunk of hard "terbaccar" and deftly places it in his cheek, then strokes his beard reflectively, (the same being the cause of said whiskers being so thin in spots, and being so far as I know, the only machinery of the whole outfit that is exposed to any wear and tear) presently

little fine streams of tobacco juice begin to be forcibly ejected with a sound something like "sst," "sst," "sst," which completes the simile by representing the exhausts, and forthwith we note that the lie motor is in operation.

Added to this is a seriousness of manner that makes a person feel like apologizing to him if at any time he should by chance happen to catch himself having at least an honest doubt as to the truth of some of the narratives.

That is about as good as I can describe him.

One of the boys mentioned the fact that I was anxious to hear some tidings of one Henry Jenkins. "Le's see," "let me see," said "Al" meditatively, "there was George Jenkins, Jim Jenkins, Bill Jenkins and Sam Jenkins, but I don't 'pear to remember *Henry*. Now that 'ere George was the fust engineer I ever worked with. Good feller, fust rate; showed me more the fust week about railroadin' than any other man ever did afterwards."

"It was 'long 'bout in '68 when I had been brakin' 'bout two weeks, we was goin' along acrost the prairie 'bout ten o'clock at night, an I was ridin' ahead with George on an old eight-wheeled Swinburne, hauling about twenty box cars, when George looked off toward the north and says, pointin' to a big black lookin' object three or four miles away, 'what do you think of that, sonny?' 'What's that,' says I. 'Buffaler,' says he. 'What they tryin' to do?' says I. 'I got an idee you'll find out soon enough' says he. 'This here powerful cold north wind and maybe some Injins, to help along, 'pears to me, has started 'em on a stampede that'll likely make trouble fer us fellers yet, if we don't watch out. Maybe I can out-run 'em, though. I'll jest give 'em a little brush anyhow.' So George opened up ther old mill and fer four or five miles it looked as though we was goin' to run past 'em, but all to once, George, who had been keeping his eye right on the gun, hooked the old machine over inter the back motion and hollers, 'vacate ther premises.' Yer honorable servant didn't wait ter hear a second invitation but

vacated immejely and started on a run away from the track, but in erbout a minute I heerd George sing out, 'Come back here, yer consarned fool, do you wan ter git run over by them buffaler? Come back here, I say, and git 'bout forty feet south of these box cars. Ther consarned critters'll run right slam, bang agin ther side o' ther train an' keep er coming until there current kinder gits changed to run 'round in front of the engine.' Sure 'nough, that's jest what they done, and the amount of buffaler meat that was piled up there fer a few minutes was something astonishin'."

"But us fellers standin' back where George told us to, never got hurt a might. Say, it took about three days ter dig that 'ere train out from under them buffaler."

At this point in the narrative, I interrupted by saying, this man George Jenkins could hardly have been the man I was looking for. That happened too long ago.

"I know that," said "Al." "I am jest comin' to that part of it. Now there was that 'ere *Sam* Jenkins. I fired fer him 'bout two years. I seen him do somethin' onct thet beat anything I ever did see. It was jest this way, One afternoon we was haulin. the Overland limited and got 'bout forty miles from home when I happened to look back across the corner of ther hill when I see one of them 'ere twistin' cyclones er comin' full tilt purty near straight at us.

"I sung out ter Sam to get a move on, which he perceeded to do, an fer about ten miles we was a little more than holdin' our own, bein' about three miles ter the good, nothin' ter brag on, how-somedeavor, when jest as we swung 'round the curve onter the little trestle acrost Morgan Crick, I seen ther water was all over ther track and runnin' like er mill race. 'Course that meant a cloud-burst somewhar up that crick and yer couldn't tell whether ther was any track left er not. Ennyhow there was no use in stoppin', with that 'ere cyclone coming like devil possessed, so Sam never eased off er particle, an' struck the water full drive. Es luck would have it, ther track was in fair

shape, yet, but ther water flew more'n fifty feet higher'n the stack and flyin' up inter ther fire box, put out ever tarnel spark of fire we had.

"Thet was a tight fix, I tell ye. Er cyclone right after us, 'bout half a mile heavy grade right ahead of us an' not a spark of fire. 'It's all off, Sam,' says I. "Not eggzackly," says Sam. 'We've got er hundred an ninety-five on her yet, an' thet ort ter take em' over ther hill. Ef we can only git 'em over in time,' says he, 'we can likely give Mr. Cyclone a good run fer it down ther other side of ther mountain.'

"So we stuck to her, an' sure 'nough, she took 'em over, but we was goin' so slow by that time thet before we could git any move on 'em down the other side, ther cyclone had caught us and was throwin' stones and chunks of trees inter ther observation end of ther rear coach. 'Twasn't more'n a minute, though, fore the old girl commenced to git 'better footin', an' the way she left that 'ere wind storm was somethin' fierce.

"Of course we was feeling purty good erbout ther whole business an I says to Sam, 'I 'spose yer'll pull in down here to Jacktown and send fer help ter git us in.' 'No,' says Sam, 'thet tarnel cyclone hes likely tore ther wires all down behind us and yer can't tell but maybe ther wires are down ahead of us, so I believe I'll put her in ther back gear fer a ways down here, and let her pump air enough inter the boiler ter pull the train that last two miles on the level.' 'Sure,' says I, 'I hadn't thought erbout that.' An' sure 'nough, thet's jest what Sam done, an, when we sailed inter ther station, not more nor five minutes late, folks come a runnin' to see how in the world we managed to git through."

At this point the venerable patriarch replenished his fire by the application of another piece of hard "terbaccar," and before I could barely remark that Sam Jenkins was evidently not the man whom I was in quest of, continued, "Now there was Bill Jenkins, he fired fer me 'bout a year. One night we stopped at Steven's Water

tank with a purty heavy train. We had the old 69, and she hadn't been steamin' any too good all the way, an' after we pulled away from ther tank and started up the twelve mile hill thet's jest beyond there, the steam commenced to go back an' with all Bill an' I an' the brakeman could do, it kep' on goin' down until we was 'most sure we was goin' to hang up. 'Bout this time, Bill, whose supply of cuss words was showing signs of givin' out, (an' thet's saying considerable, I tell ye) says, 'I wish ther old devil hisself, with a tank of brimstun was here. I'd like ter see if he could keep this old kittle hot.'

"Jest then a curis lookin' feller cum slippin' an' slidin' down the coal pile in ther tank. 'Bill looked at him kind of curis like, an' says, 'Where the hell did your come from?' 'Oh, I got on back there to ther tank, says he,' an' it was kind er cold out there on the train, an' I thought may be yer would let me ride in here fer a ways, pervidin' of course, if I help ye work. I used to fire some, but ain't used to your kind of coal.'

"I could see that "Bill" was kind er nervous about ther feller, an' to tell the truth, I didn't like his looks purty good, myself.

"'Well,' Bill says finally, 'take off yer ulster, yer won't need that on, an' le's see what ye kin do.' But the feller said he was cold an' would keep the ulster on until he got warmed up. So Bill got up on the seat an' the feller went to work.

"It warn't more'n three minutes afore the steam begun to raise. In erbout three more she was around purty near ready to blow off. I pulled the injector on full head. 'Bout this time she commenced to blow off an' I put on the second injector, bein' purty low on water, but that didn't seem to make any difference; the steam kep' raisin' and blowin' off worse yet. I commenced to git nervous erbout the water, but both injectors was workin' full head, so I yelled to that low down cuss that was doin' the firin', to open the door an' let her cool off a little. 'Oh, no,' says he, 'jest a few minutes ago you fellers was cussin' an' kickin' because ye didn't

lev steam; now ye've got it, le's see ye use it.' I see that Bill was afeared of him, an' he was a husky lookin' guy, so I begun to drop her down one notch at a time, till purty soon she was workin' clear in the corner and wide open an' goin' up that 'ere hill like a passenger train. It didn't seem to make a bit of difference, she was blowin' off through both pops, with steam 'bout twenty-five pounds higher'n what the pop's was set at,—the feller takin' it easy, firin' without takin' off his overcoat; when all at once Bill give a yell an' he an' the brakeman run up over the tank and jumped onto the first car and made a bee-line fer the caboose. 'Bout this time I begun to git scairt, myself, an' my ol' hat began to raise right up off'n my head. When I looked out at the stack I seen chunks of yellor, green, blue and red fire as big as hens' eggs flyin' inter the air more'n seventy-five feet. I was gittin' purty near the top o' the

hill, where somethin' jest had to be done." But at this point I happened to glance out of the window, I saw the boys embracing each other and fairly bursting with laughter. Perhaps I had suspicioned something before, but their actions fully convinced me that I was up against it, as the saying is, and I lost no time in getting away from old "Al," although I shall never forget the protesting, injured look that he gave, which almost compelled me to beg his pardon for allowing myself to even harbor a suspicion that any of his narratives had departed from the exact truth by even a hair's breadth.

Oftentimes, too, I am conscious of a feeling of curiosity to know how he ever managed to "shet off" the old 69 without "bustin'" her boiler. But then I know he could have done so, for have I not already acknowledged that he is Albert Butts, Champion Liar of the World.

Stories of Rail and Wire.

Odd and Funny Experiences of Train Dispatchers.

"I'm not a train despatcher," said Frank Fox of the Union Pacific local freight office, "and I'm glad of it. My brother, however, who visits me occasionally, is despatcher at Buffalo for the Lackewanna. He told me a yarn the last time he was out here that isn't so bad. It seems that extra trains upon his road were at one time regularly and officially designated as 'wildcats.' The only running orders given to such trains leaving east Buffalo, for example, read 'Wildcat to Elmira.' One day a new man was being examined for the position of flagman. The examiner asked many questions intended to bring out the applicant's fund of information and his qualifications for the position sought. Finally this question was asked:

"'What would you do if you were out flagging and you saw a wildcat approaching?'"

Thoughtfully scratching his head a moment, the candidate for railroad honors

replied: 'Shoot if I had a gun, or take to the tall timber.'"

VINCENT AND THE VEHICLES.

"Freight conductors, upon starting out on their runs, leave with the telegraph operators a list of cars in their trains. This list shows the destination of all cars and the contents of loaded equipment," said T. J. Carey, a Kansas City railroad man. "The list is called a 'consist,' or 'sist,' for short. 'Vick' Vincent was conductor on one of the preferred runs when I was despatching on the Pacific. Vick's weak spot was spelling. One day his 'consist' contained one item which the operator insisted was '1 Viegles Pueblo.' When the train arrived and Vick came in to register, I bantered him about it, and, pointing to the word, asked what it meant.

"'What does it mean?' he queried. 'Sure it means what it says—'One vehicles, Pueblo.'"

"That's a new way to spell vehicles, Vick," said I.

"Well," he returned, 'if that don't spell vehicles what in thunder does it spell?'"

A RUSH ORDER FOR EGGS.

"The most amusing experience I recall," said L. C. Gibbs of the Santa Fe, Marceline, "was when I was with the Rock Island at Des Moines. They had me up a tree one day, for fair, with seven stock trains, three meat and fruit extras, two highball Denver merchandise runs, a Colorado low-rate excursion and three sections of the California flyer, all late, I was buried to my top story when all of a sudden Grinnell broke in and said:

"There's one of them steam derrick propositions out here in front 'o the depot. Tain't very bad though, only seven cars of cattle gone into the weeds."

"Well, fellows, you know what that means. Busy? Not at all! Seven cars of stock in the ditch and the train sheet smeared with trains and—ink. There was nothing to do only work, and so much of that I could hardly tell where to begin.

"I hadn't more'n got the wrecker ordered and begun to fix up the mess of trains, when in rushed the superintendent and says kind of excited like:

"Get Grinnell for me, quick, please.' Of course I thought by that he knew all about it and I began to call. After ten minutes' steady calling the operator answered, and the old man says:

"Tell him to send me three dozen fresh eggs."

THE PREACHER'S CHUM.

"I'm going to tell you one that you won't believe but it's a fact all the same," said Joe Johnson, Union Pacific train despatcher. "I was working second trick during the wretched days following the flood. I used to ride at mid-

night to the Kaw river and walk over the temporary pile bridge used by the trains of the Maple Leaf. There was a watchman stationed at the bridge and no one was allowed to pass over without a written permit from the Kansas City agent. I was one of the fortunate possessors of a pass.

"One night while waiting on Union Avenue for a car a pleasant little man whose attire indicated his pious calling approached me and asked if I could direct him how to find the Rev. J. M. Gourley of Stewart avenue, West Side. I replied that his friend was a resident of the neighborhaod in which I lived.

"That preacher looked at me in genuine astonishment as he exclaimed 'What a providential thing it is that I should meet you,'

"We took a car to the river and the young minister entertained me with an account of his travels of the previous few weeks. He repeatedly expressed gratification that he had fallen in with me.

"Arriving at the bridge after a dangerous walk in the dark over the tracks leading to it I presented my credential and bespoke for my companion the courtesy of being allowed to walk with me over the structure. The watchman was obdurate and I had about determined to swim the river with my new made acquaintance when an old time switchman whom I knew made his appearance. I appealed to him to vouch for me. The guardian of the bridge persisted in his refusal. At length the switchman, himself an employe of the Maple Leaf road, impatiently exclaimed;

"Look a here, Pete, this preacher is a chum of mine. Why don't you let him pass and not be so damn bull-headed?"

"The idea of that profane switchman being a chum of the meek looking preacher melted the watchman into laughter and he allowed us to pass."



EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

C. D. KELLOGG, Editor.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

“The Republic is Opportunity.”

The truth of the assertion is seen on every hand, in every state in every county, in every town, every morning and at all times the fair God, Opportunity, knocks at our doors. Is this a fancy flight of the mind of an optimist? Let us look around about and see if evidence sustains our views. Much has been said and is being said about the methods and ways that Mr. Rockefeller made his money, but when all is said against him that can be said, there still remains the fact that he took advantage of opportunities as they were presented to him. He had the nerve, the foresight and the far-sight to grasp conditions as they arose and bend them to his personal advantage. Of the hundreds of men whom his “system” put out of business isn't it perfectly apparent that it was a fight to the death? If they could have put him out of business is it reasonable to suppose for an minute they wouldn't have done it. Of course that act does not condone, in the least, Mr Rockefeller's offense against business morality and integrity. Looked at from the worldly point of view, that the successful man, the man who started out in the world with nothing but his hands and brains to work with, is the man who has made money,

who has become rich, this man, in the generally accepted terms, is the successful man, the man of opportunity.

Without calling in question the way Mr. Carnegie made his money, his career certainly shows that the words of your text are true. He began life with none of this world's good, and now he has difficulty in giving his money away.

In the commercial world there are thousands who, though not quite as conspicuous as Rockefeller and Carnegie, are nevertheless shining examples of the possibilities on every side of us.

In a different line of endeavor the same general conditions exist. While the papers would leave one to imagine that Mr. Harriman owns all the railroads in the world, we feel quite sure he does not, although it would seem he owns enough. He certainly took heed to the knocking of opportunity on his door. He began life without worldly goods, his great possessions may have come to him by questionable methods, nevertheless his career emphasizes mightily the truth of our text.

The life work of the late A. J. Cassatt is a striking example of what can be done in this country, by beginning on nothing in the way of worldly goods. As an example and an inspiration his

name will stand among the first railway builders and managers of the world. He did no stock-jobbing or juggling with railway securities, but his ambition was to make the Pennsylvania railroad system the greatest railway system on the globe, from all points of view. Probably if his life and health had been spared his ambition would have been realized.

In Mr. J. J. Hill the country has the example of another man who has risen from obscurity and poverty to one of the foremost position in the railroad world. Like Mr. Cassatt, he is essentially a builder, and the vast territory lying west of St. Paul and Minneapolis and even beyond the shores of the Pacific have yielded future secrets of greatness to his vision, that are prophetic, inspired, realistic and are unfolding with an exactness startling to contemplate. Did the opportunities he has taken advantage of knock only at his door? Did no other man see visions of the desert blossoming like the rose, of the manifold and easy possibilities lying dormant at their feet, only needing the privilege of transportation to make possible the transformation of the great North-West into one of the greatest grain producing empires of the world? Surely not, for undoubtedly those visions had come to hundreds of men, nay perhaps thousands, but the back-bone, the grit, the energy, the indomitable courage of conviction in themselves did not take charge with sufficient strength to instil such courage into others.

In Abraham Lincoln the country has an example of a firm believer that "the republic is opportunity." At no period of his life did he ever give voice to a feeling indicative of any other belief. And we have some striking verifications of the truth of our text in some of the recent elections to the United States Senate. Mr. Smith, for instance, the new Senator from Michigan, sold newspapers for a living when a lad.

He was without means or influence, and was confronted with the necessity of making his own way, and he made it. He turned his hand to anything that came in sight, seized it and climbed by it. The new Senator from Kansas when a lad, rode horses at the county fairs, and later drove a hack in a Kansas town. He goes to the Senate after a long service in the House, and his Indian blood adds to our interest in his success. The new Senator from Colorado is the son of an immigrant, who began life in America as a peddler with an empty pocket. His industry, economy and ability, as usual, wrought for good, and has told upon the fortunes and character of the children.

If all these men we have mentioned stood alone in their chosen fields of exertion, we might feel doubtful of the truth of our contention, but in all these various fields of industry there are thousands who have wrought success, fortune and a competency. The multitudes have made and built up our institutions so that they command the wonder and admiration of the world. There is no room for the quitter, the pessimist or the fault-finder. For the individual who points upward, like the sprout, there is room and opportunity to grow, and a spirit of encouragement abroad in the land to strengthen him as he grows. Everywhere are evidences that no field was ever so inviting for the worthy, the honest and capable as that described by the boundaries of the United States of America. In saying all this we do not mean to be understood as contending that no evil exists in our industrial system, because we are mindful that many evils do exist and probably always will, but the way to right them is not to sit down supinely and not oppose evil with courage and vigor wherever found. Into economic conditions of the future, labor unions have an opportunity to inject a large measure of their worth and beneficence, their truth and help to better things.



Discipline and A railway signal
Railway Signals that signals seems
 to be quite in demand—a signal which does not depend upon human agency and forethought to make it work, and one which when it does work will be an unfailing notice to those for whom it is set. It did seem as if the block system of signals would entirely do away with rear end collisions, but the recent accidents on the Southern Railway and on the B. & O. have done much to shake the confidence of many people in them. On the Southern it is probable that somebody blundered or was too anxious to get the trains over the road, and on the B. & O. it looks as if a prevailing custom together with the dense fog and darkness which rendered the signal positively invisible, are the excuses for the wreck. We might ask why the engineer of the dead train did not stop to see if there were any signals and we might also ask why did not the operator put a torpedo on the rail when it was perfectly apparent to him that the engineer could not see the signal. It is quite impossible to tell just what light the inquiry by the coroner will throw on the causes of the wreck, but it is safe to say that evidence of a startling character as to the risks human life and limb are subjected to by reason of incompetent employes, a block system, the requirements of which, are constantly being infringed upon; an insufficiency of superior officers whose duty it should be to know that such infringements do not exist. Bendings or little breakages of rules on a railroad are of an insidious nature and are often known and winked at by officers as well as employes—a

little break here and a little break there and all goes well for a long time perhaps, but suddenly a terrible crash comes and it is found that the blame does not rest on any one particular person but all are more or less guilty, and the burden must rest on the one who did the last infringement. Truly, as Superintendent Gallo way, of the B. & O. said "in operating a railroad you must depend upon the reliability and trustworthiness of the employes." Automatic signals, the block system, double tracks and four tracks have all been looked to to eliminate collisions, but so far no system has been found that will entirely eliminate the human equation.

The investigation before the Interstate Commerce Commission shows that employes on the B. & O. work excessive hours without rest. The trainmaster testified that during the month of October and November the local crews worked on an average of sixteen hours a day for six days. The management of the B. & O. say that no restrictions are placed on the hours trainmen shall work without having a period of rest, and that the men take advantage of the opportunity offered, to labor more consecutive hours than they ought in order to increase their compensation.

An instance was given where an engineer had worked thirty-six hours, and had had no rest during that time. It is quite evident, therefore, that any law restricting employers from demanding excessive hours of labor from their employes, should contain a clause demanding that the employes be not allowed to labor excessive hours.

The Commercial We have received
Telegrapher's the Commercial Tel-
Strike on Western elgraphers Journal
Union in Texas for January and we
 want to say that it is a pretty warm
 member of Organized Labor publication.
 One does not have to have a micro-
 scope to see unionism sticking out all
 over the "boys". The way Brother

Long shows up the "Scabs" would make an angel weep for joy and his cartoons representing the Devil going back to hell disgusted, are realistic indeed. The Western Union is a pretty big "It" all right, but when the men who thump the keys are not treated right, all they got to do is to stop in a body and the "student" question and the "instruc-

tion to messengers" can be stopped with a "dull sickening thud", which will make Mr. W. U. T. President set up and take notice. We append a summary of results, which contains food for any thinker.

Some things the Houston strike accomplished.

It abolished cheap salaries in the Houston office.

It was the incentive that unionized the Galveston Western Union and organized a local in that city.

It was the direct reason for numerous small increases in Western Union salaries in various parts of the United States.

It called a halt in the arbitrary attempts of the Western Union to compel its operators to work for the Associated Press.

It has shown that there are not enough scabs on the market to run even a small office, and has concentrated that bunch in the city of Houston.

It has exploded the hitherto popular fallacy that a man must keep secret his union affiliation if he desires to retain a position with the Western Union.

It was responsible for ninety per cent of the Dallas Western Union force joining the Dallas local in a body, nearly doubling the membership of that local.

"Surprise Tests!" Surprise tests look good to us, and they ought to test. If properly looked after and followed up on all railroads we would have the satisfaction of knowing the value of the different "signals" used by the roads to prevent accidents.

Quite a good deal of publicity has been given to the account of these kind of tests on the Northwestern which have extended over the entire year of 1906. The achievement of the Northwestern is quite remarkable in compelling a strict obedience to block signals and it ought to go a long way toward setting at rest the controversy regarding the value of this method of train operation.

We are reliably informed that during the year 1906 the Northwestern made a series of 1625 "surprise tests" without a single failure of implicit obedience to the signals. We are also informed that in an exhaustive series of 1621 minor tests there was a failure of but one per cent in the strict observance of the rules and regulations governing all phases of the block signaling. Of course the inference naturally is that if the Northwestern can compel or induce a strict obedience to the block signals, then any and all other roads can do the same thing and the question naturally arises why don't they do it? Is the reason to

be found in the offices or the men or the physical conditions of the roads? What induced the Northwestern to begin and carry forward the series of "surprise tests" during a whole year? Did the officers think or know that the signals were being disobeyed? Do the officers of other roads think or know that signals are being disobeyed wholly or in part? If they do know it and do not take some measures to prevent it, or knowing it wink at, or tacitly sanction it, then it would seem that when accidents occur the blame should not all be placed on the employe. Owing to the many recent accidents caused by failure of the block signals to block, or the failure to pay a strict attention to them by employes, or for other cause, a public feeling has been growing quite unfavorable to block signals, and the record of the Northwestern tests should go a long way in restoring confidence in them.

To begin with, before "surprise tests" were inaugurated on the men they were given to understand that the first failure to obey meant punishment for thirty, sixty or ninety days and might mean discharge, and that there would be no possible escape from a dishonorable discharge from the service upon a second offense. During the early period of the tests ten engineers were discharged and many were severely disciplined. One

of the discharged men had run an engine for thirty-six years on this road and his record was excelled by none. To all entreaties President Hughitt replied:

"This man has done all he could to bring disaster and wreck. It is not his fault that they did not occur. He must go."

Appeals in Criminal Cases.

The following article, written by Secretary Moseley, of the Interstate Commerce Commission, in answer to an attack upon President Roosevelt by Milton H. Smith, president of the Louisville and Nashville Railroad, appeared, in part, in the *New York Herald* of December 23, 1906.

As the *Herald* failed to print certain essential matters in Secretary Moseley's reply to Mr. Smith, the original article is here published entire:

In a public address at New Orleans, on December 15, Mr. Milton H. Smith, president of the Louisville and Nashville Railway Company, made a bitter attack upon President Roosevelt for his general attitude on the question of government control of railroads and other public-service corporations. Mr. Smith was particularly vigorous in his denunciation of the President for recommending the passage of a law giving the government the right of appeal on matters of law in criminal cases. His language on this point, as reported in the press, was as follows:

"President Roosevelt has in two annual messages to Congress sharply criticised two of the federal judges, a co-ordinate department of the government, because they have, in the performance of their duties, rendered decisions not satisfactory to him. He and the Department of Justice have, in effect, pursued a course of intimidation not heretofore attempted. When it is considered that the President appoints the judges, which includes their promotion, it is not too much to characterize his conduct as dastardly. His plaint is that the government has not the right of appeal, and the decisions which he denounces were final. * * * The judge who had the misfortune to be

criticised by the President in his last annual message to Congress, and his hopes of preferment, if any, thus destroyed, in addition to deciding that the person accused was not guilty, also decided that the act of Congress defining the crime was unconstitutional, and is being severely criticised for his temerity in deciding that an act that has been passed by both houses of Congress, and approved by the then President, is not a legal enactment."

This criticism is extremely unfair; it does not correctly represent the President's attitude on the matter in question, and in certain particulars misstates the facts. Mr. Smith seeks to beg off the issue by charging the President and Attorney General Moody with attempting to intimidate certain federal judges for rendering decisions unfavorable to the government in criminal cases, when he is perfectly conversant with the fact that these decisions were mentioned merely for the purpose of calling attention to the urgent need for a law giving the government the right of appeal on matters of law in criminal cases, thus permitting such questions to be finally determined by the Supreme Court of the United States.

As matters now stand, a person charged with crime under a federal statute has only to employ an astute lawyer to draw up a demurrer to the indictment, charging that the law under which the action is brought is unconstitutional. If a federal judge can be found to sustain the demurrer, the defendant goes free without any determination of the merits of the case; and the government, having no right of appeal, cannot protect the integrity of the law by taking the case to a higher court for review. In other words, the defendant is absolved

from punishment for a crime of which he may be guilty by the decision of an inferior court on a mere point of law, and there is no method by which a higher court may be brought to say whether or not the decision of the lower court is erroneous. This condition certainly leaves an open door for the miscarriage of justice in many cases, and justifies the language of Attorney General Moody in his last annual report, as follows:

"It is monstrous that a law which has received the assent of the Senate, the House of Representatives, and the President, can be nullified by the opinion of a single man, not subject to review by the court of appeals and the Supreme Court."

In advocating this legislation, President Roosevelt is in line with the best and most progressive thought of the nation. It was recommended to Congress by the following Attorney Generals: Miller in 1892; Olney in 1893 and 1894; Griggs in 1899 and 1900; Knox in 1903, and Moody in 1905 and 1906. A bill providing for appeals in criminal prosecutions was passed by the House of Representatives at the first session of the 59th Congress, and was favorably reported in the Senate, where it is now pending. In the report on the bill in the House, Mr. Nevin, of the Committee on the Judiciary, said:

"It would be impossible within the space allowed to this report to cover all the cases wherein the United States has been deprived of a remedy against wrong-doers by reason of the construction placed upon a statute by the trial court."

In 28 States of the Union appeals in criminal cases are allowed, and this is also true of the District of Columbia.

In urging the passage of the bill now pending in Congress, the President used the following language in his last annual message:

"I cannot too strongly urge the passage of the bill in question. A failure to pass it will result in seriously hampering the government in its effort to obtain justice, especially against wealthy individuals or corporations who do

wrong; and may also prevent the government from obtaining justice for wage-workers who are not themselves able to effectively contest a case where the judgment of an inferior court has been against them. I have specifically in view a recent decision by a district judge leaving railway employes without remedy for violation of a certain so-called labor statute. It seems an absurdity to permit a single district judge, against what may be the judgment of the immense majority of his colleagues on the bench, to declare a law solemnly enacted by the Congress to be 'unconstitutional,' and then deny to the government the right to have the Supreme Court definitely decide the question."

This is the language that aroused the ire of Mr. Smith, causing him to characterize the President's conduct as "dastardly" and charging him with an attempt to intimidate the judge. However, the fact that Mr. Smith's railroad was virtually the defendant in the case referred to by the President, may perhaps explain the violence of the gentleman's criticism, while at the same time detracting from its value. Mr. Smith says a man "has a right to join any organization or union;" but it so happens that the employee of the Louisville and Nashville Railroad who attempts to exercise this right does so on pain of dismissal from the company's service.

The case referred to by President Roosevelt in his message to Congress was that of *The United States v. J. M. Scott*, decided October 23, 1906, by Judge Evans, district judge for the western district of Kentucky. An indictment was returned by the grand jury against Scott, who was a chief train dispatcher for the Louisville and Nashville Railroad, charging him with having violated section 10 of the so-called "Arbitration Act" by discharging a telegraph operator because of his membership in the Order of Railroad Telegraphers. Judge Evans sustained a demurrer to the indictment, holding that section 10 of the Arbitration Act is unconstitutional, thus disposing of the case without any attempt to determine its merits. Mr. Smith stated an untruth when he said,

"The judge * * * in addition to deciding that the person accused was not guilty, also decided that the act of Congress defining the crime was unconstitutional." The judge did not decide "that the person accused was not guilty," for the very good reason that the question of defendant's guilt of the offense charged in the indictment was not before him for decision. When Judge Evans declared the law invalid the merits of the case fell to the ground, and there was no opportunity to pass upon the guilt of the accused person.

The Arbitration Act was drafted by Hon. Richard Olney, a former Attorney General and Secretary of State and one of the ablest constitutional lawyers in the United States. The law was passed in 1898, and shortly afterwards the tenth section was invoked against an official of the New York, New Haven and Hartford Railroad, in Massachusetts, on precisely the same ground that was covered in the Scott case. The Massachusetts case was tried before Judge Lowell in the district court at Boston, and the judge refused to hold that the law was unconstitutional, as he was requested to do by the railroad company's attorneys. The case was given to the jury on its merits, and the jury failed to agree. We thus have the anomalous condition in the administration of a federal law that in Massachusetts, before Judge Lowell, a person could be convicted for violating the tenth section of the Arbitration Act, while in Kentucky, before Judge Evans, he would go free.

Mr. Smith's declaration of a man's right to join any organization or union is ludicrous when it is considered that he is president of a railroad whose officials systematically discharge men for belonging to labor organizations. The fact that numerous indictments, in several jurisdictions, are yet hanging over certain officials of his road for violation of the tenth section of the Arbitration Act may serve to explain Mr. Smith's earnest solicitude for the welfare of the judges and his anxiety lest they be intimidated and their chances of promotion destroyed by the criticisms

of President Roosevelt. Another explanation of his abounding interest in this question may be found in the fact that the Department of Justice, with the President's approval, has prepared a brief sustaining the constitutionality of this law, and has sent a special attorney from Washington to assist in the trial of these pending cases, to the end that the integrity of the law may be sustained as far as possible. There is a possibility that this activity on the part of the administration may result in the conviction of certain Louisville and Nashville officials of the misdemeanors charged in the indictments, and this would doubtless be a matter of regret to Mr. Smith.

The president of the Louisville and Nashville Railroad was not always so solicitous concerning the welfare of the judiciary and so anxious to shield it from criticism. On December 6, 1897, Mr. Milton H. Smith, then as now president of the Louisville and Nashville Railroad, appeared before the Interstate Commerce Commission to ask for an extension of time within which to equip his cars with automatic couplers, as required by the act of March 2, 1893. During the course of his hearing Mr. Smith discussed matters relating to railway rates, railway regulations, and the giving of passes. In answer to a question as to what extent his road gave passes to judges Mr. Smith answered:

"I think I will have to refer you to our attorney. I think Mr Baxter has been of the opinion, and I fear most of our attorneys have been of the same opinion, that it is well not to appear before a judge unless he has a pass if he wants one."

As showing Mr. Smith's contempt for the rights of the public, and his opposition to any sort of railway regulation in the public interest, the following excerpt from the testimony given at the hearing in question may prove interesting:

"Commissioner Prouty: Now let us get back to our question. That is the foundation of it all. Here are these two points connected by your line of railroad

and connected by no other line. You say that the government ought to leave you and the shipper who resides at those places free to contract. Now that shipper is obliged to pay you whatever you charge.

"Mr. Smith: No.

"Commissioner Prouty: What could he do?

"Mr. Smith: He could walk; he can do as he did before he had the railroad, as thousands now do who have not railroads.

"Commissioner Prouty: He can hire a horse and drive?

"Mr. Smith: Yes sir; the fact that the rates between these two points is perhaps one-third what it was originally on freight and one-tenth of what it would cost him if he did not have the road and used his own power or hired some animal, as he used to, is evidenced of the reasonableness of the rate."

And this man, who brazenly asserts that the legal department of his road corrupts judges with free passes and does

not think it well to appear before a judge unless he has a pass; who in his opposition to all regulation and in his contempt for the public commits himself to the statement that if the shipper who is wholly dependent on this road does not like to pay the rate he can walk or hire a team and drive; who declares that the fact that rates between two points are less than they were before the railroad was built is sufficient evidence of their reasonableness—this man has the unparalleled effrontery to denounce the President of the United States for seeking to obtain effective regulation of railroads in the interest of the public, and for recommending a long-needed reform in our criminal law. Surely, President Roosevelt is honored by denunciation from such a source. Had he performed the duties of his high office in such a manner as to win the commendation of the Milton H. Smiths of the country, or even to escape their criticism, he would assuredly be false to the great trust that is now reposed in him by all honest and right-thinking people.

Worthiness.

Whatever lacks purpose is evil;
A pool without pebbles breeds slime,
Not any one step hath Chance fashioned,
On the infinite stairway of time.
Nor ever came good without labor
In toil or, in science, or art;
It must be wrought out through the muscles—
Born out of the soul and the heart.

Why plow in the stubbles with plowshares.
Why winnow the chaff from the grain.
Ah, since all His gifts must be toiled for:
Since Truth is not born without pain,
He giveth not to the unworthy,
The weak or the foolish in deeds;
Who giveth but chaff at the seed-time
Shall reap but a harvest of weeds.

As the pyramid builded of vapor
Is blown by his whirlwinds to naught
So the song without truth is forgotten—
His poem to man is man's thought.
Whatever is strong with a purpose,
In humbleness woven, soul-pure,
Is known to the Master of Singers;
He toucheth it, saying, "Endure!"—Selected.

LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

Well, our turn has come to contribute our mite to your "Ladies' Department."

Rhode Island Division No. 228, was organized about ten months ago and since then have done some fine work. Our attendance has been excellent. It is our good fortune to have among us some unusually willing workers, in fact all are ever ready to lend a helping hand; all are bright, capable and intelligent and you may well imagine that the harmony of spirits and genial good-fellowship which pervades our meetings and social functions is extremely satisfactory to all concerned. Considering everything we have had a most successful year, both socially and financially, there being quite a snug sum in our treasury.

Our ranks, as we were initiated, are perfect, with the exception of one Sister who has left our city. We all miss her happy countenance and her able willingness to assist everyone.

We are arranging for an entertainment for the Home for infirm members of the O. R. C. of America, also an entertainment to send our delegate to the Convention next May. Sister Helmer is making a beautiful quilt. The chances on it are going like the proverbial hot-cakes and we hope to realize a neat sum from the proceeds.

We had a joint installation January 13th with the Brothers of Division 370. Everything passed off beautifully and was full of "tone and dignity" as a visiting Brother remarked. Deputy, Sister Hutchinson, President of Manhattan Division, New York, assisted by Grand Marshal, Sister Drake of Mascot Division, 59, did the installing work. With the exception of two, the same officers were in the chairs. A perfect bevy of Sisters and Brothers from New York, Boston, New Haven, Springfield, and New London encouraged us by their presence. One face which we missed which was with us when we were initiated was Grand Vice-President Sister Conlisk. We very much regretted her absence and trust that when we all meet again we may have her with us.

Our beautiful banner, the kindly gift of the Brothers of New York and New Haven Divisions occupied a prominent place and was widely commented upon and admired by everyone.

A pleasant feature of the day was the taking of the picture of the entire party in a group.

The installation over, one or two of the Brothers favored us with witty speeches which were received with much applause.

We then repaired to the Crown Hotel where an elaborate dinner was served, and judging from the beaming countenances which later assembled in Elk's Hall, all felt fully gratified by the bountiful repast.

It was then our pleasure to listen to a program which was finely arranged by Brother Charles Martin of Division 370, which was thoroughly enjoyed by all.

When down this way call and see us and we will show you all what Providence Brothers and Sisters can do in the way of hospitality.

Providence, R. I.

MRS. M. HURLEY.

Editor Railway Conductor:

As our correspondent has resigned, and I being elected to the responsible position, I will start good with the New Year by having a letter for the first month.

Tide Water Division is progressing very nicely considering that it is yet in its infancy, being just one year old. We expect in another year to report still further progress in the way of membership.

We have been holding very pleasant meetings, especially the refreshments served after the sessions. In the last three months we have lost our Vice-President, our Secretary and Treasurer and also two members from our meetings, but I hope not from our membership, as their husbands were transferred to other places. At our last meeting we installed our officers for the ensuing year, which was very interesting as well as very well attended and hope it will continue during the year. It is very encouraging for an Auxiliary when you have a full attendance. The Sisters all seemed very much pleased with our new place of meeting.

Now, in reference to Brother Bashear's letter in the October CONDUCTOR, My opinion is that I certainly think there should be something done for the disabled conductors belonging to the Mutual Benefit Department. I have spoken to several Sisters and they all seem to have one opinion, and

the next convention is the place where it should be done. I think if a man were to become paralyzed, or disabled in any way so that he is not able to support his family, the O. R. C. should have a way for that man so that he would be able to take care of himself and family. What's \$5.00 a week when a man isn't earning anything and he did not belong to anything else but the O. R. C.? I think if a man were to get disabled, totally disabled, and the O. R. C. would grant him, say, one-half the amount of his policy, how nicely that family could keep themselves, without this man or that man being asked to contribute to this or that conductor's family; then at death the wife or family would still be protected. As a general rule the R. R. people live up to their income, keeping up insurance, lodge dues, etc., for the protection of their families. But if anything comes over the husband and father that he is not able to earn a living, they find themselves in a bad way and if they were to receive some help at that time they could help themselves very nicely. As for an O. R. C. Home, I think provision should be made so that Brother conductors without a home, or relatives to go to when they grow old, could go, thinking that was their Home, and feeling under obligation to no one.

MRS. JAS. M. SMOKER.

Cola. Pa.

Editor Railway Conductor:

We have turned to a new page in the history of Juanita Division 66. It is our earnest hope to keep this page of 1907 a clear one, free from blot or blur.

As we glance back over 1906, we wonder how or why there are so many mistakes. But we know to err is only human.

Our Division held its annual election in December with very few changes in the chairs. When everything is going along smoothly, we believe, "let well enough alone." Your humble servant was again given the pen to wield and as it is well said, "The pen is mightier than the sword." It is my hope to use it to my best ability. Some of the correspondents do not consider their office a very important one, or is it because we go through the obligation and don't pay much attention to the same? Sisters, when you accept this office and take the obligation, consider well whose name you call upon as a witness. If we do this we will all have the pleasure of reading your letters more frequently.

We will install officers this next meeting. What a rare treat it would be if 66 and the Brothers of 87 could hold a joint installation. You who do accomplish such joint work, please tell us or show us, (and we are not from Missouri) how to get the Brothers out. We can't quite understand the Brothers of 87. Most of them are married and don't seem a bit shy; nevertheless they have been invited and should they accept, we will try to make it a pleasant visit. You're always welcome to call on Division 66.

It was our pleasure to visit with Springfield, Ill. Division in December. Grand President, Mrs. Moore, was there and we can say we were delighted to be with her and the Springfield ladies. The day was a grand success, for all of us were

greatly benefited in our work, and talk about a spread—the Springfield ladies are the cream. I know the markets must have been low for several days on turkey, and oysters, for about forty lovely and hungry ladies were fed. The many smiling faces from Clinton, Ill., were present also. Space forbids me to say more on this subject.

Mrs. Moore spent one day in our city in December. Many new members had the pleasure of meeting her, and of a thorough investigation of the Division work.

A lasting impression is given as our Grand President goes over the work, which is so much more beneficial to all of us.

Sister Partridge will represent us at Memphis this year. One Brother Porter of Grand Rapids, in the December CONDUCTOR has interested us more than the usual line-up of letters. He says he would like for the ladies to take up the subject of Relief Fund and Home which seems to be a leading topic of late. Brother Porter says: "As a general thing ladies have a true conception of such matters." Thank you, sir! We are told by eminent men that we are the power behind the throne. Yes, sir, let the wives of the O. R. C. men study the subject, both for and against the question, and I will venture to say, when your delegates go to the convention they will be well prepared to vote. Why do I say this? I hear you say. Because the lady of the house knows from experience (the best of teachers), what would she do were an accident to befall her husband? Or should it be that the Superintendent of the road has informed Mr. Conductor that his services are no longer required, and perhaps this same conductor has given his best years to the service of this road; he has reached the time of life when his eyes are dim or strained in performing his strenuous duties, his hair gray and lined with silver threads, and taking in all views he scarce expects to be taken on another road. Then he becomes ill and is not able to work. What is to become of him and his loved ones?

One good Brother conductor says, send him to our O. R. C. Home, where he will have good care. In plain English I would say, "He belongs to the down and out club, send him to the poor house." Oh, forget it, Brothers; if you should go to this end you would soon die from broken hearts, and your heavenly Maker would relieve those *loving Brothers* of their burden.

Another Brother says, have a Relief Fund. If this letter gets through to the eyes of all the readers, I will say more on the other topic later. Would like to hear from some one more capable on this subject.

The social club of the L. A. held a Watch party at Sister Scott's home on New Year's eve. A number of the Brothers were in attendance.

Bloomington, Ill.

Mrs. T. B. POSTER.

Editor Railway Conductor:

Please consider my best bow made, and my introductory speech all that it should be; space in the CONDUCTOR being valuable, and having been elected CONDUCTOR correspondent for the ensuing year, you will meet me often, "ye editor" permitting.

For reasons sufficient unto ourselves, Division 100 decided ~~not~~ to hold its long contemplated bazaar but sell what remained of our year's work among the members. We were called to meet in our hall at 10 a. m., December 13. After partaking of a bounteous lunch provided by the ladies, most of the articles on hand were quickly sold; bringing, I think, fairly good returns for money previously invested.

The sewing bees held during the year served to bring us into closer relationship, and allowed each one to display her individual talent. Some as experts with the needle, and others (myself, pre-eminently, as sewing is not my forte) in finding others willing to do their work for them.

The Division was called to order in due time, and election of officers occupied most of the afternoon. There was just enough enthusiasm and excitement in election of Vice-President and other chairs to cause each one to feel she was the majority's choice, and not a make-shift. Our installation was held January 10. We also organized a club to consist of all members of Division 10 to meet once in two weeks, to promote sociability and better acquaintance among the members.

I would like to say just a word in regard to the poem (?) in last month's CONDUCTOR, "A Brakeman's Dream," and to disagree most emphatically with the closing lines. I think it a slander. Granted it is a life of toil and contains many disagreeable features; but who among the world's workers escapes? "Some days must be dark and dreary," to us all. But a band of Brothers should work for the common good. Strive to make each other's lines as easy as possible, and help one another over pitfalls and the disagreeable incidents of life. And that they do I think is true. Such being the case, I think the assertion contained in the last line only reflects on the R. R. men. And that I protest against.

Who agrees with me?

May the year just beginning bring each a blessing and prove indeed a banner year, is my earnest wish.
Chicago, Ill. DELE H. COATES.

Editor Railway Conductor:

Sisters, and Brothers too, I wish you all a Happy New Year.

Duty says it is schedule time for Mascot Division 59 to be heard from once again. I wish, as I look over the chronicles of the months since my last letter, I could find something truly energetic which we had done for the good of the Order.

With this comes the thought of the meaning of the word "Auxiliary." Webster says, "helping, aiding, assisting, conferring aid or support by joint exertion, influence or sue," is what we could, would or should be doing. How much of this have we done?

Each and all know whether he or she has been willing and looking for the good in all things. Certainly those fortunate to be at the joint installation of New York City Division 54, and Manhattan Division 200, had opportunities to see that our workers have dignity and ability. Congeniality and unity, now, must be our mainstay.

I see one Sister who thinks it would be nice to enter into discussions in our letters; certainly

Sister, as God has created all things lovely, would it make us any happier to be hunting for the unlovely?

Our Brothers are discussing Home and Relief Fund; they are both good. Then is there any reason why we should not have both? Perhaps I hear someone say, we can't afford it. Did God create this earth in one day? Is there any denomination which has more or larger homes for worship than our Brothers and Sisters of the Catholic faith. How are they raised? In the words of Archbishop Williams, "a dime at a time." Not from the father of the family only, but father, mother and children, too, not once a year, but fifty-two time a year, and oftener, if possible. The heart, the head and the hand in the work and all things come easily. Certainly these is not one of us who has not heard that "where there is a will there is a way."

Installation of officers has come and gone and Mascot's floor is swept clean with new brooms, but the old duster, your humble servant, is still kept to relate the doings and saying for another year.

It is not the deed we do,
Though the deed be never so fair,
But the love that the dear Lord looketh for
Hidden with lowly care,
In the heart of the deed so fair.

Dedham, Mass.

MRS. W. E. SMITH.

Editor Railway Conductor:

As the new year has begun and the pen has been intrusted to my hand, I will now say something for Roanoke Division 234.

We are still in existence with the ball rolling. We have been reading with much interest the different letters in the CONDUCTOR. We have only been banded together seven month and most of our Sisters have shown great interest in the work. We were organized last May, with about thirty charter members, by Sister Johnson, District Deputy, assisted by Sister Gregg.

We have taken in some new members; we also had Sister Johnson to visit our meeting in October and we were delighted to have her. We presented her with a beautiful berry set.

October 25th and 26th a supper netted us over seventy dollars; we hope to have another with the same result. We have been very much assisted by O. R. C. Division No. 210, which we appreciate very much indeed. We have been very fortunate in not having had any deaths and very little sickness.

We met the 1st Friday in December and elected officers for the ensuing year. Our new officers have been installed.

Roanoke, Va.

MRS. W. D. THOMAS.

Editor Railway Conductor:

We have again started in on a new year with brightest hopes for the future. Our last year was indeed filled with sorrow and sadness, but we hope to see a brighter and more prosperous year in 1907.

December 14 we elected new officers for the ensuing year and on January 9th our District Deputy, Sister Ody, of Division 9, assisted by Sister

Vance of Division 88, as Grand Marshal, and Sister Barry of Division 88, acting Grand Secretary, installed the new officers. Being new officers doesn't mean to say they are new to the work; they are fully efficient to move the good work along, and by the hearty co-operation of our willing members, we expect to keep Division 24 alive.

I am sorry so many conductor's wives who are eligible do not take the advantage of this education—you would never regret it once you joined the busy throng.

Derry, Pa.

MRS. BELLE BENNETT.

Editor, Railway Conductor:

The pen has again been intrusted to my care, and as the pen is mightier than the sword, I must be cautious how I use it. At our regular meeting in December we elected officers for the ensuing year and our newly elected officers were installed at our regular meeting in January by our District Deputy, Sister Ody, assisted by Sister J. H. Grafe of Carnegie Division, and Sister Geo. Young of Pitcairn Division.

We have had several initiations recently, and we are always delighted to welcome new members. Every member of the L. A. should be sure to do her duty toward building up her Division, financially, membership and character; never miss the opportunity to invite a conductor's wife to join the Auxiliary, and last but not least, live so that when any woman is said to be a member, the world may know she is one of true principles. We have a number of sick members and we hope for their speedy recovery.

We have had the pleasure of having visiting Sisters attend our meetings recently—Sister Vance of Altoona, Pa., Sister Bennett of Derry, Pa., Sisters J. H. Grafe and C. F. Storck, Carnegie, Pa.; come again, Sisters, one and all.

Pittsburg, Pa.

MRS. PHILIP MOONLY.

Editor Railway Conductor:

The old year has just passed away; died the same death it has years before since the beginning of time, and a new year has been born, and with the new birth, new resolutions are born in the minds of most people.

It is my pleasant duty as correspondent of Capital City Division No. 3, to tell you of some of our doings as it has been a long time since our Division has been heard from, but we are at the same old stand and doing nicely, we don't like to throw bouquets at ourselves, yet we all know we have one of the nicest and most sociable Divisions, and the Brothers of Hollingsworth Division 100 know it too and behave accordingly.

On Sunday, December 16, the members of Hollingsworth Division and Capital City No. 3 Ladies Auxiliary held a joint Installation of Officers which was largely attended and proved to be quite an enjoyable social affair.

Sister Soules presided as installing officer and discharged her duties in a very capable and efficient manner. Sister Wiles as Grand Marshal was an ideal one.

Sister President Condon, will have the hearty support of all the officers and members, and their

effort will prove the interest they take in anything pertaining to the welfare of the Order and its members and our efforts will be crowned with success. Now Brothers, persuade your wives to join with us, and Sisters, let each one be prompt to meet each time, on time, take hold of the work with determination that means success, be cheerful, keep in your mind our motto each day, "Charity, Truth and Friendship." Let us not bring vinegar-flavored faces to our Division room, smiles cost nothing but help to cheer.

After the installation services were over, Sister Higgins in a very appropriate little speech presented Hollingsworth Division 100 with a set of colors and gavel and Brother Hunt's remarks upon accepting them on behalf of the Division were very entertaining and interesting. Brother Hunt invited all present to the Banquet hall where an elegant lunch had been prepared for members and their friends. Brother Milbourne deserves especial mention for the courteous manner in which he looked after the comfort and wants of the ladies. All present spent a most enjoyable evening, there was but one thing missing, that was the smiling face of our retiring President, Sister Heck, who, owing to the transfer of Brother Heck, was compelled to move to Carnegie. Sister Heck, upon retiring, was presented by the Sisters with a pin, emblematic of the Order. After the presentation all present partook of a delightful lunch.

We are very grateful to Sister Shephard who has presented us with a very handsome painted plate which we intend to raffle off at our next meeting. The proceeds to go to swell our treasury. Sister Galentine has just moved into her new home and it is the intention of the Sisters to give her a house warming in shape of a surprise party next Thursday evening, January 10th at 8 o'clock p. m.

I am happy to inform the readers of the CONDUCTOR that our Division is in a healthy and flourishing condition.

Mrs. J. E. TAYLOR.

Columbus, Ohio.

Editor Railway Conductor:

Oklahoma Division 181 extends a cordial greeting to all, in the opening of this new year of 1907.

Our members are all able to answer "here" in the roll call of life, and while many are scattered through Mexico, Texas and Oklahoma, are still true to No. 181.

Our installation of officers occurred January 10, and in the redistribution of work, the pen fell to my lot. As a token of the appreciation of the many scoldings, pushings, and pullings,—yes, and praisings given the Division as President for 1906, a beautiful cut glass water set was presented to your correspondent, who didn't have a chance to say much because her heart deliberately walked up into her mouth and would not go back where it belonged till the refreshments were served. We expect to make sociability a strong feature of the year's campaign, that we may all look back on 1907 as "that year when we had such good times."

I've been wishing to say a few things concerning the question that has been of paramount interest in the RAILWAY CONDUCTOR for the past year, and as a good Brother, some months ago

invited the ladies to express themselves, I'm going to accept the invitation. This question concerns the relative value of relief for the disabled railroad conductors as advocated by a "Home", "Relief Fund" and "Available Insurance". Some have taken one of the three as most valuable, some, two linked together, but I believe the magic three absolutely necessary.

There should be a Home; one so arranged for that it will, in reality, be a home where a man may feel a measure of independence; where the work he may be able to do will help to pay his way. No man likes to be dependent. It is especially galling to a railroad man because of his peculiar position of responsibility while strong, the daily handling of thousands of dollars worth of merchandise and the lives of hundreds of people.

But what about the wives and children? Human nature is the same the world over and if this phase of the question cannot be placed right, I believe the Home will not fill the place it is expected to fill.

The Relief Fund is a splendid thing and should never be abandoned. It is a source of strength to the family to know that when their efforts are unable to meet the demands, and charity must be asked, that it may be taken from those who understand them and belong in a measure to them by ties of brotherhood.

Available Insurance in case of total disability from any cause ought to be the instruction of every delegate to the convention in May. That may be strong, but I feel strongly on the matter, because for seven months of 1906 the physicians were unable to say whether my husband would recover from an injury to the nervous system, or would be an invalid for life. Thank God he recovered, but had invalidism been the result he could not have received one cent of insurance. It takes experience to teach a lesson past forgetting.

What wife would not rather have the insurance to make the husband's crippled life easier to keep the home intact, to travel the path, as they should, together, than to see him lack the things he should have, the cheerfulness of her companionship, the tender care that only wife love can give, and after he is gone and her heart is aching, have that money handed her as the price of his life.

I assure you I feel strongly about this and would say more but fear I've taken more room than I shall be allowed. I can almost hear the blue pencil going through some of this, but never mind, I've said my say and it's a relief even if no one ever sees it.

MRS. MILTON E. STANSBURY.

Shawnee, Okla.

Editor Railway Conductor:

I think it about time you heard from Auxiliary 198. Why, oh why, was I elected Correspondent? because they thought I would do the best I could.

A joint installation with Division 439 was held December 7th. Brother A. S. Wright as installing officer for the conductors, with D. J. Kelleher as Marshal. After regular meeting the officers of the Auxiliary were installed by the retiring President and Sister Briggs as Marshal; then the O. R. C. installed their officers. All the new officers were present except one, which is pretty good.

After the installation Chief Conductor Burr Steere presented the ladies with a fine writing desk which we certainly appreciate. A year's work is ended; the new officers have entered upon their duties, and may we say of them at the close of the year as we said of our retiring officers, you have done your part well.

I would like to tell you who the three handsomest conductors were who in the afternoon helped do our decorating in the hall, but don't dare to, as I'm afraid it would make them feel big and their bonnets might not fit. There are also several things I would like to praise our boys for, but I don't dare to begin as this is my first letter. After installation we were invited to partake of refreshments. Those tables! I wish I could place you before them.

This is my first letter; while I am no writer I will try and do the best I can in as many ways as I can.

MRS. A. JOHNSON.

Sheridan, Wyo.

Editor Railway Conductor:

As I date this letter the thought is forced upon me, that old 1906 is gone, passed into oblivion for some, but to others to stand out conspicuously as long as life shall last. It has been a year fraught with disaster on land and sea. Wars, conflagrations, earthquakes, volcanic eruptions and railroad disasters which caused great loss of life. Religious, political and social disturbances, many of which have been of such a character as to implicate even crowned heads. Old 1906 seemed to have no respect for place or position, but with his scythe of devastation, swept the entire earth with a centrifugal force that was felt from pole to pole. After his destructive reign who shall say they are sorry for his departure.

So hail to the new year 1907. May he deal more kindly with us and help to obliterate the work of his predecessor.

Appropos of the new year, it started very propitiously, for Hutchinson Division, overcame many obstacles which have been detrimental to the progress of our society.

We started in the new year with practically a new set of officers. While we have nothing but praise for the retiring officers, we are confident that the new ones will prove as efficient as the old ones.

The Brothers of 198 invited the Auxiliary to a joint installation January 6th, which was a great success. Although not a year old, we proved to them that we can walk alone, but as most of the Sisters are backward about talking, we hope to overcome that deficiency the ensuing year, when they will fulfill their traditional capacity for that talent.

District Deputy, Sister Hutchinson, was the installing officer and Sister Perkins of East Rock Division No. 220 of New Haven acting as Grand Marshal. In behalf of the Auxiliary I will say, that it was through their kindly efforts, that the occasion was a success for us. After the installation there was speaking by several of the Brothers and Sisters which was very interesting. There was one Brother in particular who seemed to be a target for all their jests and we hope before next year, he will have turned the tables on them by presenting the Auxiliary with a new member. After

the speaking the meeting adjourned and all joined in a general hand shake, where new acquaintances were formed and old ones renewed, after which all repaired to the banquet hall and as most of us had had nothing to eat since morning, we needed no appetizer to make us "fall too" as Brother Obrey can testify.

There was visiting Brothers and Sisters from New York, New Haven, Hartford and Worcester and I am sure that all had a jolly good time.

At our next meeting we are going to initiate two new members and we have applications for six others which will strengthen our Auxiliary considerably.

We are running weekly whist parties which have been very successful and taking everything into consideration, we are looking forward to a very prosperous year. Mrs. F. J. DUFONT.

Springfield, Mass.

Editor Railway Conductor:

A letter is due from Division 47. At our first meeting in November we had quite a surprise, ten of the Sisters of Lakemont Division of Altoona walked in on us. Surprise us again, Sisters, we enjoyed your visit very much. At our first meeting in December we had the pleasure of having with us, Sister Shaffer and Sister Bailets of Division 8 of Sunbury. Come again, Sisters, our latch string is always out.

Our Division has been tinged with sadness in the past year as two of our Sisters have gone to that bourne from which no traveler ever returns. We expect to celebrate our anniversary in February; come Sisters one and all and let us have a royal good social. We expect to have our husbands there. Now, Sisters, we all want to come there with a smile on our faces and a kind word for every one and show the Brothers and their wives a royal good time.

We have entered the new year with bright prospects for Division 47. At present I have in view several new members for our Division. I will ask all Sisters who are working for the uplifting of the Division to bring one new member into the Division this year as we have some grand material to work on.

Harrisburg, Pa.

MRS. E. E. DARE.

Editor Railway Conductor:

Gem of the Mountains No. 185, Pocatello, Idaho, has again decided to send a little message to let other Divisions know that we are still alive and prospering.

The old year has passed and gone forever. These are simple words yet what thought do they not conjure up, of hopes yet unfulfilled, happy meetings and sadder partings we witnessed, yet, because our lives have been spared, we should ever recollect 1906 as the year in which we owe particular thanks to God, who for some wise purpose has permitted us to enjoy the commencement of the new year. May we all live up to our obligation and the Golden Rule.

Early in July the Division gave a farewell party at the home of Sister Hughart, in honor of Sister

Farrell who was to depart in a few days for the coast, for the benefit of her health.

We are looking forward to a big increase in the Division during the year 1907 as there are many eligible ladies in Pocatello. Each member should "get busy" and see that these ladies are given a chance to ride the goat. Only two new members were taken in during 1906.

The Brothers of 209 gave public installation at their Division room on December 10th and tendered the L. A. an invitation to be present. After the officers were installed the evening was spent playing cards until twelve o'clock when the banquet hall was thrown open and all marched in and partook of a delicate lunch. Thanks to the Brothers of 209. May you continue to have public installations. Must not forget the stork visited many of the homes last year and left beautiful babies.

Oh, mothers! laugh your merry note.
Be gay and glad, but don't forget
From babies' eyes looks out a soul
That claims a home in Eden yet.

Pocatello, Idaho.

MRS. J. J. BURNS.

Editor Railway Conductor:

Having again been elected correspondent for Turner Division, I will attempt to write another letter. So many interesting things have happened since we had a letter in the CONDUCTOR that it would be impossible for me to mention them all.

Sister Calahan, of Jackson, Tenn., visited us in October. We enjoyed her visit very much, we had heard so many nice things about her we were quite anxious to make her acquaintance.

Sister Conlisk has visited us several times during the year. We had joint installation with the Conductors on Dec. 28th. Mr. Whitney, paid chairman for the O. R. C., installed the conductors and Sister Conlisk installed us.

They did their work so well that both orders were very much pleased. We had the largest crowd and more interest than was ever manifested in a public installation here before.

Our new Chief, Brother M. I. Barton, showed his loyalty and interest in the Order when he was installed, on crutches, having been hurt some time ago in a collision. We expect great things of Divisions 53 and 28 during the next year.

When I am heard from again I expect to be on the barren plains of New Mexico.

Denison, Tex.

MRS. B. B. DICKSON.

Editor Railway Conductor:

It is with great pleasure I take my pen to chronicle the doings of Thos. Fitzgerald Division No. 215. We recently enjoyed a visit from our Grand President, Mrs. J. H. Moore. We derived much benefit from the talks and instructions she gave us. She has put new life, so to speak, into our Division. On the evening of the last day of the School of Instruction, a reception was held at the home of Brother and Sister W. E. Vanort for the O. R. C. and L. A. to O. R. C. and visiting Sisters. Tempt-

ing refreshments were served during the evening. Brother and Sister Vanort were an ideal host and hostess. Our Division is in a flourishing condition, considering that we have only a membership of about fourteen, although our number is small, we feel that we are doing our share for the good of the cause. Some weeks ago a social was held at the home of Brother and Sister F. Brumage, for the benefit of the Home. From this social we realized quite a nice little sum. We extend a vote of thanks to Brother and Sister Brumage. We are looking hopefully forward for an increase in our Division soon, as some of the Fourth division Brothers are to be transferred here. We are prepared to give the Sisters the glad hand. What a lot of Sisters and Brothers we have. When we go from home and get where there are any L. A's or O. R. C.'s we do not feel that we are among strangers, but have only met a few more members of our large family.

MRS. IRA AKINS.

Fairmont, W. Va.

Editor Railway Conductor:

Flour City Division 101 sends New Year greetings to the Brothers of the O. R. C. and to the Sisters, one and all, of the L. A. to O. R. C.

The prospects for a prosperous New Year for Flour City Division 101 seemed never brighter than they do now. The year just closed was the most successful one in its career and if the good will evidenced at our installation of officers, elected for the ensuing year, and which occurred the afternoon of January 3rd, is a criterion to judge by, then the year 1907 promises, for Division 101, a series of successes that will outlive the year 1906. It is the wish of the new correspondent that such may be the case.

December 6th, occurred our annual election of officers. Sister Langan was, for the fourth time, re-elected to our President's chair, showing without comment how highly she is regarded by the Sisters of 101. The re-election of our most capable Secretary and Treasurer, Sister Marks, for the third term tells the story only too well, the high regard in which she is held by her associate Sisters. Sister Marks was also elected delegate for Division 101 to the next Grand Convention, and we feel fully confident with her as our representative, our interests and wishes will be well looked after, particularly when the Beneficiary part of our Order is under discussion.

The day previous to our Installation, January 2nd, occurred the tenth anniversary of the organization of Flour City Division 101. We thought it but fitting we should celebrate so important (to us) event, and we therefore combined the two events in one—Installation and Anniversary—both occurring January 3rd. All the Charter members, twenty in number, of Division 101, with a single exception, are still members of 101 and many of the twenty, we are glad to say, were with us January 3rd. Our Installation of officers was public. Sister Carroll, as Past President, conducting the Installation, and I want to say right here, we, as Sisters of 101, have good reason to feel proud of the way in which our officers were installed.

Congratulations, well deserved, were in order,

for Sister Carroll for her good work and for her able assistant, Sister Canton, as Grand Marshal. After Installation we enjoyed a little social time with Brothers of 117 and then adjourned to the dining room, where a most bountiful repast was served. When the inner man had been satisfied, we listened to several appropriate speeches and pleasant sayings of our Brothers of Division 117, and adjourned again for another good social time. Our membership numbers with the beginning of 1907, 98, with every promise of many new members coming in. We stand ready to extend to them all the hand of welcome and good fellowship. We expect within the month, to pass the 101 mark in membership.

Before closing my maiden effort as a CONDUCTOR Correspondent let me urge you, Sisters of Division 101, to faithfully attend the meetings of 1907. Lend your hearty co-operation to the work in promoting the success of 101, you have been good and faithful in the past, let us all be better and more faithful in the future and we will close the year 1907 in a greater sea of prosperity than we did the year 1906.

CORRESPONDENT.

Minneapolis, Minn.

Cash Prizes for Authors.

The Circle Magazine, New York, is offering \$3,000 in cash prizes for short stories submitted by authors before May 31, 1907. The competition is open to all. Full particulars are given in the February number of the magazine.

The Circle Magazine.

44 E. 23d Street, New York.

Editor Railway Conductor:

As I have been elected Correspondent of Division 104 for the coming year, I may as well commence my work. We held election of officers for this year Dec. 6th and on December 9th held joint installation with Brothers of 118. Sister Seitz acting as installing officer for the ladies. Brother Howard for the boys. After installation all sat down to well filled tables of good things and after spending a couple of hours in a social way all went home well pleased with the evening's entertainment. At our last meeting our Past President, Sister Shingleton, was presented with a pin, for her untiring interest and work during the past year.

Trusting we may add many new members in 1907.

Kankakee, Ill.

MRS. MYRA H. PORTER.

Editor Railway Conductor:

Just a few lines from First Carolina Division 224 to let our non-resident sister-members and other Sisters know that we are still living and more alive than ever before in our short history for the glad New Year.

We have good attendance every meeting and all seem to take an interest in them. We expect several new members within the next few weeks.

We have had quite a great deal of sickness in our families but glad to report all are better.

On the afternoon of December 30th, we held a joint installation of officers with the Conductors of

Division 323, but it happened to be a one-sided affair as the officers to be installed in Division 323 failed to come, so they said, and we believe they were scared too, for this is the first joint meeting of any kind we have ever had. Nevertheless we enjoyed having them with us and we allowed them the privilege of enjoying refreshments with us, though they did not deserve it, but believe me, they did justice to the menu.

As I have stated above we have been duly installed with a new set of officers for the year 1907, that we feel sure will prove more than satisfactory, so look out Sisters we are going to be heard from often.

We were agreeably surprised Sunday to have Sister Lucas from Sumter and Sister Atwell from Batesburg with us. MRS. F. L. SHILLETS.

Columbia N. C.

Editor Railway Conductor:

Happy New Year! The annual installation of officers of Battle Creek Division 230 of Battle Creek, Mich., took place January 4th, Friday afternoon in B. of L. E. club rooms. The officers were very gracefully installed by Sister Elizabeth Hark of Jackson, Mich., and Mrs. Mitchell, Grand Marshal, Ella Kelsey as Grand Secretary. At the close of the meeting Mrs. McKain, on behalf of the four visiting ladies presented Battle Creek Division with an elegant gavel, then we were invited to a delicious chicken pie supper, well Sisters of 230, your hospitality will always be remembered by the visiting Sisters of Jackson.

God be with you until we meet again.

Battle Creek, Mich. ONE THAT WAS PRESENT.

Editor Railway Conductor:

As I have been elected Corresponding Secretary for this year, I will try and tell what Division 85 has been doing the last year and so far this year.

Sister Moore held a school of instruction Oct. 8th and 9th. Divisions No. 28, 68 and 163 being invited to participate. Division No. 163 was represented by nine members. There were also two visiting members from No. 126. The Sisters will all join with me in saying the School proved very instructive, especially the second day.

Our Vice-President, Sister Haley, very gracefully filled the chair and Sister Williams was Secretary pro tem.

At the close of the School, we gave our 7th Annual Ball, netting about \$100.00

Sister P. C. Callahan of Division No. 39, Jackson Tenn., paid us a visit on our anniversary which was the 15th of November, it being our eleventh year. Brother and Sister A. O. Brown held open house for the O. R. C. and L. A. to O. R. C.'s in the evening. High Five and a social time was enjoyed by all. The prize, a beautiful Parson's souvenir spoon was presented to Sister Callahan, who greatly appreciated it.

Our annual Election of Officers was held December 6th.

As we had initiation at our first regular meeting, also installation of officers, some of the Sisters planned a little surprise, consisting of cake and coffee.

Sister Truitt installed the officers, assisted by Sisters Carringer and Spellman. As Sister Truitt did the work so nicely, it is safe to predict that she will be called on again.

We also presented Sister Hudson, our retiring President, with a set of solid silver spoons for her untiring efforts in behalf of the Division.

Parsons, Kan.

MRS. LILLIAN CARRINGER.

Editor Railway Conductor:

Queen City Division No. 60 O. R. C. and Ella Stone Division No. 163 L. A. to O. R. C. held a joint installation of officers followed by a banquet on Dec. 18th and to say we spent an evening that we will long remember does not express it. Sister Stone was our Installing officer and her work as usual was nicely done, we had to do our work unusually well in order to keep even with Bro. Whitney who was the Installing officer for the conductors. We believe our Division has been fortunate in securing our present officers and we predict many good results this year. We shall ever feel indebted to our Brothers for the sumptuous feast following the installation. The only thing to mar the evening festivities was the fact that the conductors' celebrated musical instrument, whatever it is, was out of order, so Brother Mallory reported.

Sedalia, Mo.

MRS. G. S. HAYDEN.

Editor Railway Conductor:

The old year has passed into history: we have parted from it as from an old friend. To some it has brought much joy, to others sorrow, yet we were reluctant to say farewell.

Like a palsied man it tottered and fell into the arms of 1907, and has gone to that vast vault wherein doth lie the forms of dead dynasties and sheeted centuries swept by the remorseless hand of time to that great grave yard at the entrance of which rises the imaginary tomb stones upon which is inscribed these words, "The past." There is an impression sublime in the slowly moving, yet never varying tide of years. Man has marked its course into hours, days, weeks, months, years, centuries, yet it moves on and still on utterly unmindful of the passing marks raised to measure the march of its progress.

Dynasties have arisen, flourished, and decayed; cities have sprung from fertile plains, then sunk beneath the deserts' drifting sands, continents have reared their lofty brows above ocean's trackless wastes, only to return to the mystic caverns from whence they rose; races have risen to the noon of splendor and become lost in the depths of night; but time, patient, plodding, tireless time, sweeps on with the same regularity as when it first issued forth from the hollow of God's hand, to the chant of the morning stars that proclaimed creation's dawn; and yet time is but the image of eternity, the shadow of a shoreless sea, to typify a duration for which all the æons to come would not make or constitute the first faint streak of the dawn of its second morning. Eternity, thou dreadful, pleasing thought, that never ending reign succeeding the crash of matter and the wreck of the world's suns and systems..

Intelligence has achieved many triumphs; has

read the stars of heaven and can foretell to a second when the great fiery sun will be hidden in partial or total eclipse, it can read the history of creation on the rocks of nature and unfold the secrets hidden by God in the bowels of the earth, but when it attempts to grasp the significance of eternity it stands abashed and dumbfounded at its inability to comprehend an infinite plan.

Good bye, old year! Welcome 1907, on the threshold of which we stand with a resolve to keep in mind the facts above impressed upon our hearts in our homes or lodge rooms and to all observe the Golden Rule and know that we can not be far from right.

I trust that every Auxiliary to the O. R. C. has started forth this New Year with this resolve; we pass this way but once, let us scatter roses and pluck out the thorns.

Yosemite Division 219 elected and installed its officers for 1907. Retiring President, Della Brewbaker, was presented with a magnificent set of silverware, by Sister Richey and the Sister responded to the presentation in touching and eloquent language. Surely no retiring President was ever so reluctantly parted with; she took our tottering Auxiliary and by her womanly, loving diplomacy brought harmony out of discord.

"A house divided against itself must fall." We have confidence in our new President and know that our days of darkness are over.

Dear Sisters of all Auxiliaries, let me say a word to you, put aside your foolish pride, you that are today passenger conductor's wives, tomorrow may be the wives of switchmen or your husbands have no job at all. There are true women, today, (who once saw their husbands in nobby blue uniform coming cheerily home) who feel your "snobocracy" and would-be patronage to them because they now welcome to their homes husbands in overalls, just as dear as before. Fortune is a fickle dame, she smiles today, but frowns tomorrow.

We presented our retiring secretary, Nellie Hamilton, with a beautifully engraved pin.

May God bless all O. R. C. men, all Auxiliary members and keep them and prosper them and make His face to shine upon them and bring new and unexpected blessings to all of our households.

Fresno, Cal.

MRS. W. H. RUSSELL.

Editor Railway Conductor:

Stella Division No. 153 has not been heard of for so long you may think we have no correspondent. Since I have been elected to that office for 1907 and heard the duties of such officer from Sister Grand President's talk to us, needless to say what I decided to do.

We have had our election, installation, plans for our social side of the work discussed, surprised the Brothers of No. 74 at their last meeting with an oyster supper, raffled off a centerpiece, clearing over \$12.00 and now what are we going to instruct our Delegate to do?

At first we were undecided as to whether we would send a delegate or a delegation, having three of our own Sisters living in Memphis and in the restaurant business. Sister Ina Bump, whose smiling face some of you remember having met at Portland,

fell heir to this office for the efficient manner in which she has heretofore served us. Would it not be well to have the proceedings of last convention read and discussed in our meetings and learn what things had been proposed, but not carried through that we would care to see put into effect. Could we not through the CONDUCTOR pages be given a little hint of the questions to be settled? If anyone has a suggestion let us hear it.

In the November CONDUCTOR, Sister Sadie Castles of El Paso, Texas, asks for a goodly number of letters from "Dear Old Illinois" Sister Castles, will you kindly look up Brother and Mrs. Scott Vance who are now making their home in your city, and they will tell you something of this part of the state.

Rapid Transit Division No. 45 tells of their delightful trip to the summer cottage of Sister Cook, at Spring Lake last summer. Had I known of Sister Cook and her summer cottage, last summer while I was at Spring Lake, she surely would have had a caller.

Fearing I am getting away from the "Good of the Order" and if I wish to hold my office it seems best for me to make my exit.

Decatur, Ill.

TILLIE TULLIS.

Editor Railway Conductor:

As newly elected correspondent by DeSoto Division No. 13, and as there has been nothing from our small band for several months, I will try and break the silence. No. 13 has had its joys and sorrows in the year just past. The wives and mothers of two of our families have been visited by the Grim Destroyer, leaving a vacancy there that can never be filled. Had an election and installation of officers. The attendance at meetings for the past year was good. Sisters of all Divisions, do you not agree with me that without the hearty co-operation of all our members, our officers can not make the Division a success.

I am no writer but I will try and do the best I can in as many ways as I can.

DeSoto, Mo.

MRS. M. AYLSWORTH.

Editor Railway Conductor:

At an enthusiastic meeting held in I. O. O. F. hall Monday evening December, 31, 1906, the newly elected officers of Division 357. Order of Railway Conductors, and the Ladies Auxiliary No. 197 were jointly installed, there were about 60 members present and a very enjoyable evening was spent. The installation was followed by a banquet after which the assemblage returned to the hall where they watched the old year out and the new year in.

Among those present from out of town were; Conductors, John Mullen, Cumberland, J. F. McMillan, West Newton, Frank Morgan, Rockwood, Michael Gibbons and wife, George Rissel and wife Dawson, Mrs. Edward Cooper, Olive Branch Division 96, McKee's Rocks, Mrs. Edward Reese, Eureka Division 194, Youngstown, O., and Mrs. J. A. Ody, of Robert Pictairn Division 9, Pittsburgh.

Sister Coleman who was dangerously ill, at her

home in Greenwood, has improved some and we all hope for her speedy recovery.

Now Sisters, there is a new year opened before us and let us, one and all, try and do better than we have in the year that is past and if any of us have made mistakes let us all remember that there are none of us perfect. Sisters, let us try and see if each and every one can't get at least one new member this year, that would just double our membership. I don't think that will be hard to do. We don't want to go to sleep or fall behind in the race for members, we want to accomplish all we can so that we won't be afraid to take our stand with the other Divisions. We prospered in the year that is past and we were new then but we intend to do better this year.

Connellsville, Pa.

MRS. NELLIE BERKEY.

Editor Railway Conductor:

The Ladies' Auxiliary to O. R. C. had their installation of officers Thursday, January 10th, at their regular meeting. The retiring president, Mrs. Leafy Montgomery, was presented with an official pin of the Order, also a beautiful bouquet of carnations in appreciation of her work in the past year.

Dainty refreshments were served in honor of the new officers.

Several visiting Sisters were present from Ogden, Denver, Ind., and Sacramento. Our new President, Sister Adaline Walker, has assumed her duties for the new year. With the best of wishes from Sego Lily Division No. 150.

We're looking forward to a prosperous year.

Salt Lake City, Utah.

CATHLEEN CREECH.

Editor Railway Conductor:

Columbian Division No. 40 closes its doors upon the old year 1906 feeling it has had a prosperous year. Twelve new members were added to our membership roll during the year, which greatly delighted us. And the new year is starting with bright prospects in that direction, as we initiated one new member at our first meeting of the year and two applications for membership were read.

Although the Sister Divisions have not heard much from us through THE CONDUCTOR during the year, do not think we have been idle. O! No, we compose a hive of real live workers where no drones can feel at home. Our worthy correspondent for 1906 was not able to attend many meetings during the year and therefore was not able to write much concerning our Division. I think the chief motive of the good Sisters was when they elected their Secretary and Treasurer as correspondent for the ensuing year. That she would attend all meetings and be able to tell the Sister Divisions of the good work we are accomplishing. On December 13, 1906, a pound social was held at the home of Sister Lilley, No. 50 Bristo St.. We heard the cry of the orphan and the call for want, and the Sisters responded most generously. The only disappointing feature in connection with the affair was that so many of the Sisters sent their donations and did not come to spend the evening with us as our good hostess expected they would do. But I shall say to those who did not attend, you do not know what

you missed. That dainty luncheon served by the hostess was truly "such as mother used to make". And next time you get an invitation of such a character, attend as there is always something good in store for us.

One of our much loved Sisters, Sister Kidder, who has been for several weeks at the hospital is reported as improving slowly.

I know of no better time to consider this matter than now while on the very threshold of the new year. And dear Sisters let us resolve to live better, holier and purer lives this year than ever before, and I pray our lives may be so lived that the community in which we live may be made better by our christian influence.

"The book of the new year is open,
Its pages are spotless and new;
And so, as each leaflet is turning,
Dear Sisters, beware of what ye do.

Let never a bad thought be cherished;
Keep the tongue from a whisper of guile,
And see that your faces are windows,
Through which a sweet spirit may smile.

Buffalo, N. Y.

MRS. E. B. MATTESON.

Editor Railway Conductor:

In the winter of 1903-04 Sisters Oaks and Scarlett with a list of conductor's names, given them by Secretary and Treasurer of Division 386, tramped through the wet, cold mud to see all their wives, and out of that list they secured 23 members and six transfer members, and so on the 21st of January 1904, Perseverance Division No. 184 was organized with 23 new members and six transfer members, the transfer members all being from St. Louis Division No 11.

Our Division has had but few ups and downs. We have had enrolled 57 members, out of these death has claimed two. Ten have been expelled for non-payment of dues. Now we have enrolled 45 and out of these three stand suspended.

We have lost but one meeting during the three years, cause, small pox epidemic. There has been four special meetings, two to meet Sister Moore on November 14 and 28, 1904. We have sent our delegate to Grand Convention and are ready to send our next this May. We have attended one School of Instruction held in St. Louis, October 13th and 14th, 1905. Our average attendance is 18½, and financially we are in good standing. During my two years I have received for this Division \$599.34 and have paid out \$417.56. And have, today, in our treasury, \$161.78.

The first year Division 386 was good to us, they gave us a start by paying our hall rent, presenting us with our gavel and banner. Now this Division pays their secretary \$30 per year and her dues.

We have paid into the Grand Treasury \$126.50. We allowed our delegate \$100.00 to Grand Convention, of which she returned \$20. We have paid to charity \$25.00. We have paid for flowers \$16.75. We have had ice cream socials, Treasurer's birthday, and one quilt raffle, and take it all in all we have had good sailing.

One thing I must speak of and that is we have held three joint installations and they all speak

for themselves. When every year brings forth another one, this year Sisters we are loudly in their praise for they let the women do it all but they paid all the bills. Thank Brothers of 386, we will will have another next year..

In conclusion will say that I hope our next three will be as successful as the past three years, and above all Sisters, remember our obligations and that our motto is "Charity Truth and Friendship".

East St. Louis, Mo. MRS. W. C. WALKUP.

Editor Railway Conductor:

I have been elected correspondent for the ensuing year, so will try to fulfill my duties in part at least. The chimes have pealed forth a glad welcome to the new year of 1907 and may their peaceful echoes resound in our hearts, in our homes and at our meetings. May it bring prosperity and increase in the membership to the Order of Railway Conductors and to the Ladies' Auxiliary. East Rock Division 220 is progressing nicely and while the membership is not as large as we would like it or as it should be considering the many wives we do not seem to reach, yet every member possesses an active spirit and a sense of harmony pervades the Division room. Our President, Sister Perkins, was presented with a Past President pin by the members of Division 220 as a token of their high esteem of her faithful, energetic work for the welfare of the Division and as she is really responsible for the birth of Division 220 she can rightly be named "Mother of East Rock Division". Our Secretary, Sister Hinchy, was also presented with a pin of neat design by the members for her efficient work, and as the pen is mightier than the sword, Sister Hinchy wields her's nobly.

Sister Ross welcomed the members of Division 220 at her home recently and all passed such a pleasant evening and partook of such a fine supper we cannot but remember with pleasure the event. We are always pleased to have visiting Sisters at our meetings, especially from our twin Sister Manhattan 200, we always enjoy Deputy Organizer, Sister Hutchinson's presence, and pleasant remarks. Quite a party of our members attended the installation of Hutchinson Division 229, at Springfield, Mass., January 6th and also Rhode Island Division 228 at Providence R. I., January 13th, and report a most enjoyable time at both. Mascot Division No. 50 of Boston will be visited January 27.

A new Division of the Order of Railway Conductors was instituted at New London, Conn., Sunday January 20, and we hope in the near future to have an Auxiliary in that city.

New Haven, Conn. MRS. LOUISE B. FLANIGAN.

Editor Railway Conductor:

I thoroughly enjoy reading each month of the doings of our Sister Divisions, so I hope others may care to know that Division 235, Carnegie, Pa., is alive and doing well. We organized eight months ago with thirty charter members, have added five new ones, five on the waiting list, and more in view. We have had two very pleasant socials since organizing. Sister Price offered her beautiful lawn for a lawn fete, but it was decreed to rain that evening and the good things provided for the occasion were carried to a nearby hall and the crowd followed, and all present had a jolly time. Sister Manning offered the use of her home for a euchre which was accepted and the proceeds added a few more dollars to our general fund. Sister Hughey has kindly offered to embroider an L. A. to O. R. C. pillow for the good of the treasury.

It will go by chances, and I am praying to get the lucky number (can you blame me) for I am positive the pillow will be a beauty.

The past year has brought sadness to many of our homes in the form of sickness and death. The sympathy of the Division is extended to Sister McAnany in her long siege of sickness and hope she will get well and be with us again.

Our election of officers for 1907 occurred in December, and the Sisters enjoyed it very much, it being the first. On January 3rd we had installation of officers with Sister J. A. Ody as installing officer. The work was very well done, and how could it be otherwise when it was under the direction of Sister Ody.

After Division closed the Sisters served refreshments and all present were glad to be there. These pleasant little affairs are what help to make the life of the Division, by bringing harmony and good will between the members and creating renewed interest in the Order. And Sisters the years gone may have held for you either joys or sorrows, it may have been one of hopes fulfilled or of hopes unfulfilled, in either case it is beyond recall and has now been calendared with the past, and let us write upon it for sweet memory's sake only those things which are lovable. Let us enter the new year with a kind thought for everyone, forget everything done that hurt your feelings while in the Division room in the past year. Let us try and make all Sisters coming to the meetings, feel it was an afternoon well spent. Do not repeat unkind remarks that we overhear of each other. Live up to our motto, "Charity, Truth and Friendship". Oh! Sisters, when the roll is called in the years to come, how many of us may be absent, having passed to the great beyond from which there is no returning.

MRS. H. E. HINDMAN.

Carnegie, Pa.



FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

While I am willing to concede that you know more about running a good O. R. C. journal than I do and will admit that *THE RAILWAY CONDUCTOR* is a very welcome and interesting visitor each month I am, nevertheless, going to make a kick, so look out for your shins. It is true that proper restrictions must be placed on the kind of matter that is admitted to the Fraternal columns, but I cannot see the necessity for such unmerciful blue penciling of communications for *THE CONDUCTOR*. I feel sure that not more than one per cent of the members of the Order read the entire contents of the *CONDUCTOR*, and this one per cent can afford to pass by what does not interest them. Judging from replies to enquiries, more than 50 per cent of our members do not look between the covers at all because they can see nothing of especial interest to them, on the other hand, if there is something from a local correspondent, containing matter of a local nature, all within the district from which it comes, take notice or have their attention called to it with the result that they look it up, read it, and become interested. This will, if persisted in, lead to a more careful searching of the pages of the *CONDUCTOR* each month and a more general reading of the many excellent editorials and other articles of a general nature with which its columns are crowded, and in this way accomplish the good it is intended to do.

It is true that purely local matter from Pittsburgh will not interest the Brothers in California, nor will purely local matters from San Francisco interest us here in Pittsburgh, but letters of a purely general nature will interest a very few in either place even though it be from a local writer, while an article containing something pertaining to local matters in San Francisco will be read by nearly all of the members there, and the same can be said of Pittsburgh, which is at least 50 per cent more than ordinarily read the *CONDUCTOR*. Having once had their interest aroused, the greater part of the readers in both places will naturally read more, even looking up old numbers that they have thrown aside, having had their attention

directed, possibly, to some article in a previous number by the local correspondent. If in this way more, or let us hope, all of the members can be led to a more general reading of the contents of the *CONDUCTOR* each month, it will certainly be for the good of the Order; in many cases having a mollifying effect on some of the sand house or shop track logic that is so common.

I would suggest that you amend the rules governing the Fraternal Department, by prefixing to "Personalities", the word acrimonious, italicize the word "Detailed" and blue pencil the words "Matters of purely local interest" and let it go at that. I think it will pay, even if you have to add a few more pages to the *CONDUCTOR*.

And now for a few words about Pittsburgh. Please keep your blue pencil in your pocket, you won't need it. I believe all the roads entering Pittsburgh have granted an increase in pay to employes, in the past month. A general increase of about 10 per cent outside of the yards, and an increase in the yards amounting to about 8:14 per cent to conductors and about 19 per cent to yard brakemen. The increase in the yards is not entirely satisfactory to the conductors, their contention being that as many of them have to do as much road work as yard work they should receive the same proportionate increase as road conductors. An effort is being made to have this matter more satisfactorily adjusted.

Some of my friends have disputed my statement in a former article that railway earnings have increased in the past 10 years from 40 to 100 per cent. I would advise closer attention to economic conditions, a better knowledge of the facts will help very much in asking concessions from our employers. I will just mention a few. The Pennsylvania, which is very conservatively managed and allows liberally for operating expenses in addition to having expended \$235,750,000 for new work and improvements, the greater part of which came out of net earnings and has added to the intrinsic or cash value of shares accordingly, has in the past ten years, increased the regular dividends from 5 to 7 per cent, which of itself is

equivalent to 20 per cent increase in earnings. The profits on Pullman Car Co. in the past 8 years has been 454 per cent. The Great Northern shareholders in the past 9 years have received on each share of stock, \$6200 in regular dividends, \$251.00 profits in "rights" and \$85.00 extra dividends in one lease certificates, making a total profit of \$398.00 in 9 years on each share. I could mention a number of other roads that were so badly water soaked in capitalization 10 years ago that they could not pay anything that looked like a dividend, which are now paying handsome dividends on water and all. I think my estimate was very conservative. It is a matter of congratulation, however, to know that the railway managers as a rule, have met our representatives very courteously and thrashed the subject out with them and granted us a fair share of the increased earnings in the way of better pay and working conditions.

I hope every O. R. C. man from Maine to California and from the northern wilds of Canada to the Isthmus of Panama has read Uncle Dudley's article in the December CONDUCTOR. After reading Karl Marx, and following the economic system he reaches back to its logical conclusion, which is a home in a hut with a hole in the roof to let out the smoke, living like some of our ancestors did when the Roman Legions got over into Germany and stuck civilization into them with their pike poles and meat cleavers, about Scipio's time. It is truly refreshing to read Uncle Dudley's common sense facts, organization, good leadership, our conservative, steady, hammering has advanced the wage worker to his present position and not a lot of senseless rot and demagogism about Proletariats, Bourgeois and Plutocracy. Brother if you have not read that article, get your December CONDUCTOR and look it up, page 933 and 934, then turn to page 917 and read "The Holiday Season" by the editor.

There are several other articles that I had marked and underlined, intending to say something on them, but as I have already taken up considerable space and must hurry this letter to the postoffice I have only time to congratulate Brothers Happy Hooligan and Ben. F. Osborne. Though I am not just sure that their plan is the best one, their hearts are in the right place and along with many others I most earnestly hope that some good result will come from their noble efforts in behalf of our old and disabled Brothers and their families. It is the knowledge that we have such big hearted, unselfish workers in the Order, and lots of them, that makes one feel proud to be a member of the O. R. C.

Let us prove to the world that the O. R. C. is an impregnable shield of protection to all loyal members under all circumstances.

Pittsburg, Pa., JAS. B. GAUSS.

Editor Railway Conductor:

How pleasant it is for Brothers to dwell in harmony. Division 1 held its first meeting in 1907 Jan 6, and ye correspondent was on hand as well as the "Duke" minus his plug hat which he says he has "loaned" to his uncle. Our good Brother Chairman of the Illinois Central sat beside ye Chief Conductor while Major B. B. presided at the

organ. Andy Connor acted as Master of Ceremonies at the initiation. Will No. 1 have one at every meeting? Only about a dozen petitions read and referred to committees and \$750.00 appropriated for the good of the order and this Division in particular. New set of By-Laws adopted and forwarded to the G. C. C. for approval. Changes in By-Laws; Initiation fee increased to \$20.00 according to the wave of prosperity. Secretary's salary \$500 for the year and a telephone furnished him. Annual report shows over \$400 to the good for the year 1906. Over 150 Brothers present. How is that for a showing for the 1st of the year? We of No. 1 brings things to pass, and if there is a "hot time in the old town" and anything doing, No. 1 is in it sure.

A vote on the 16 hour law of Mr. LaFollette shows a ratio of 5 to 38, not quite 1 to 8 in favor of it. That shows our sentiments of R. R. men being worked long hours. We all remember the sentiment Mr. Gardner, of the C. & N. W. R. R. expressed in his speech at our annual dinner a year ago, when he said in substance, "some employes want to work long hours, and some officials work their men long hours, and it may take legislation to settle the matter properly." We look to see some National legislation passed this session of Congress regulating this matter in behalf of the traveling public, and be one thing to reduce the cause of serious accidents resulting in the loss of life. Since my letter in December, two bad accidents have occurred. One near Washington on the B. & O. From what we read in the papers, the cause was engineer running by a block. The fact that engineers have been running by this block leads one to see two reasons for the accident. Either the block signal is placed where it cannot be seen in time, or lack of discipline in allowing engineers to run by it. Undoubtedly the operator is to be censured for not reporting it, and if he has reported it, some action should have been taken to command respect of a block. Certainly no labor union could afford to sanction such neglect of duty on the part of one of its members. The wreck on the Rock Island was caused by failure of operator to deliver an order. We see the officials of the road exonerate the dispatcher. Good dispatchers are scarce—boy operators not quite so much so. How about the old rule we old heads used to hear of: Get the signature of the ruling or superior train first. Saving of a few minutes time, taking a chance, and alas a fatal chance and 35 lives snuffed out. Both accidents boy operators. Quite an argument in favor of age limit on the other end of the string than the Osler end.

Saturday's Record-Herald under a heading, "Head of Santa Fe road puts employe on spit", Mr. Ripley makes the following statement: "One of the most serious conditions which this country is facing today is the indifference to and the disregard which the employe has for the interests of the employer." The lack of loyalty among employes is a condition from which all corporations are now suffering and it presents a most serious problem. The necessities of business on the railroads have compelled us to hire many new men and of a necessity they are not as competent as the old men. Add to this the fact that they know

they will have no difficulty in getting work elsewhere, and it is pretty difficult to get them into good shape and to maintain a proper discipline among them." To meet this state of affairs the Santa Fe is to establish a pension system. Now, to what class of men does Mr. Ripley refer. He says they are not as competent as the old men. They (the colts) have no difficulty in getting work elsewhere. A first class argument in favor of the age limit at the other end of the string than the Osler end! As to the pension plan, I have never known of its meeting the approval of the greatest number of employees. We read of the Illinois Central discharging an old engineer and conductor and one of our Chicago dailies cartoons Mr. Engineman and Mr. Conductor and Mr. Harriman and placards it "This pension business is too expensive." The pension plan has been opposed on the B. & O. and Pennsylvania, and in some states laws inimical have been passed against it. I have always found the *esprit de corps* which is desired by many corporations due to the man who was at the head. As the boys say, "The Old Man." Some officials who have been the sternest of disciplinarians have had an *esprit de corps* among their men so that they would have waded through "rushes" and done the business for the "Old Man" without accidents, that amounted to much, in a most commendable way. That is in the "has been" time, but not at the present. I do not think labor unions are the cause of this lack of spirit or loyalty. I think it is more up to the men who handle the men. The one great goal of success is "dividends". I don't believe there is a single railroad organization but what expects its members to be true and loyal to their employer, neither do they expect their members to be pampered.

I do not predict that the pension plan will be a success on the Santa Fe. The cartoon spoken of before, and Mr. Harriman caricatured as saying "this is too expensive." The ousting of Mr. Stuyvesant Fish and the lime light being thrown by the Interstate Commerce Commission on Mr. Harriman's ways leads many men to socialism as a solution of the problem. Mr. Ripley is trying to serve. God pity us if socialism prevails; it is too close to anarchism. Brothers on the Santa Fe, be loyal and manly, command respect, and government regulation and not ownership will be a near-at-hand solution.

A general manager let fall the remark that "the 'age limit' (Osler end) was handed to him." I think conditions are handing to those higher up than the general manager the other end of the "age limit" than the Osler end. "MURAT."

Chicago, Ill.

Editor Railway Conductor:

Propositions for amendments to Constitution and Statutes.

Article 6. The Grand Division shall convene triennially, in regular session, on the second Tuesday in May, beginning in 1907, at Cedar Rapids Iowa, or such other place as may hereafter be designated as the permanent home of the Grand Division. Also amend Articles 10-27, or elsewhere, where necessary, to make terms of Grand Officers correspond with the above.

Article 40. Strike out the word "Five", and insert in lieu thereof, the word "Fifteen".

Section 30. Add the following; "The temperate use of alcoholic liquors, as a beverage, shall be sufficient cause for suspension, of a member found guilty on proper trial.

Section 53. Strike out the word "Such" in line 31, and insert in lieu thereof, the letter "a", and after the word "Secretary" in line 33, "unless the person presenting it can prove himself the proper owner." (The way of proof is prescribed in the ritual).

Section 55. After the word "year", in line 3, strike out all up to and including line 9.

Section 58, and elsewhere where the word "Semi-annual" appears. Strike out the "Semi". Better still, insert the word "Permanent".

Section 64. Strike out the words "alternate" in line one, and "two" in line 7. In line 27, same section, after the word "Order", insert "and the complaint must bear the signatures of a majority of the members who will be assessed to pay the expenses of the committee, should the complaint be accepted and referred to them.". Also insert after the word "Division" in same line, the words, "after investigation".

Section 65. Strike out the word "majority" in line 172, and insert in lieu thereof, the word "two", and in line 190, same section, strike out words "shall be expected to", and insert in lieu thereof, the word "shall".

Section 70. In line 9, after the word "positions" insert words "or yard service". Or else strike out lines 12-13-14 and word "Conductors" in line 15.

Section 57. Where the words "One Hundred Thousand" appear, strike them out, and insert the words "Five Hundred Thousand".

Section 79. Strike out word "may" in line 20, and insert in lieu thereof the word "shall", the same in line 23, and add to line 24, the words "or suspended".

Section 80. Add words "nor shall any appeals be made for any purpose without such approval signatures".

Section 81. Insert the figure "2" in line 4, in lieu of the figure "1", and after the word "Order" in line 7, insert the words "and their families".

Section 30. Add words "No formal charges, or trial will be required in case of violation of this section. The Chief Conductor shall declare the member expelled upon proper proof."

Sections 7, of Mutual Benefit Department laws. Strike out figure "5", in line 46, and insert figures "10".

Lastly, though it is forbidden territory to me, (I am a non-beneficiary member, having received my insurance for loss of an arm, I want to suggest a change in our M. B. Department, law, that will protect a member after he has paid in for a series of years, (make it whatever limit you like) in case of forfeiture, until it is certain that he has received notice, and has had time to respond, also to make an exception to the re-examination, in such cases, where they would be unable to pass it, by reason of diseases contracted after the original acceptance. It seems to me that though we are a Fraternal body, and for that reason, and the low rate charged,

unable to put into practice the "Automatic Extension Plan" of the Old Line Companies, that there is not much fraternalism about our present plan in this respect, and numerous cases could be cited where it has been a real injustice, to live strictly up to the letter of the law.

I at first thought that I would write out the Articles and Sections, as they would appear after amendment, but it would take much more space, beside the fact, that any member who is interested as all should be, can easily check up and grasp the intent and meaning, and in my poor opinion, no argument should be necessary. I have also been told that it will be poor policy to thus put the matter before the membership in advance, thereby giving any opponent time and opportunity to arrange rebuttal argument, but one of my fixed ideas is that right will prevail, and though I may be mistaken in some of the propositions, I certainly am willing to submit to what we all have sworn to do, viz, "The will of a legally constituted majority", and want "Only that which is right and fair".

I will conclude with my pet idea: District Divisions. Amend the Constitution so as to give power and authority to the Board of Directors to proceed as quickly as practicable, to divide the Grand Jurisdiction into Districts, having as nearly as practicable, 1000 members Each, having no regard for or to, State, Territorial, or Provincial lines, at same time, not dividing the membership of any existing Division, without their consent, and also providing for attaching any new Divisions that may be organized to the District to which it should properly belong, considering conditions and membership, also providing for meetings of these District Divisions, on the second or third meeting day of the December following the annual elections in Divisions at which Delegates and Alternates thereto should be elected, and these District Divisions should either be held at the hall of the most centrally located Division, or if thought best, the place could be rotated over the District, and at these meetings, all matters of a local nature could be satisfactorily adjusted, and such as were of a general nature, could be referred to the Grand Division, or in the recess thereof, matters requiring immediate action, could be referred to the Board of Directors.

It would also be the duty of the meeting prior to the session of the Grand Division, to elect from among their number, a Delegate and Alternate to the Grand Division. Other powers might also be prescribed, if deemed best.

Denver, Colo.

F. D. ELLIOTT.

Editor Railway Conductor:

The Grim Reaper has visited among us many times during the year just closed, and has called many of our Brothers to that Great Beyond. They have made their last trip, have gone to that bourne from which no traveler returns. We are awakened too, and confronted by the fact that there is no General Burial Fund, and that the last sad chapter is not such as will ease the troubled mind of those of our Brothers that are not endowed with a sufficiency of this world's goods, and because of this, wonder what will the end be, how will the poor body be cared for, having made no pro-

vision to that end. How satisfied and safe would he feel when he knew that each and every Brother had contributed their share, as he had done, and that when he is called before The Great Conductor, his last moments would be of rest and comfort, knowing that ample provisions were at hand to insure him a decent and respectable burial and not as it now is called to call upon the afflicted widow and the fatherless children to "make good" the expense by taking from the small insurance the sum required and in doing so add to the already heavy burden. In an interview with several Brothers upon this subject, it came about incidentally, that Division 159, (and I presume there are other Divisions likewise affected,) had from time to time been called upon to defray the expense of burial of Brothers not members of Division 159, and the unpleasant information reached this Division that the Brother's own Division would not agree to stand the expense, and because of this, Division 159 is out several thousand dollars, yet its members have not begrudged the money so spent, and have uncomplainingly gone down in their pockets and borne the cost.

Now then, how to lessen the burden that falls on any one Division. Establish a General Burial Fund. We are in favor of a special assessment to this effect, upon each and every member of the Order, say in November of each year, sufficient to allow \$150.00 gold for each burial, it being understood of course, that should the family or relatives feel inclined to expend a greater sum, that is their privilege, but the \$150.00 will in our opinion insure a fitting and respectable interment. Any sum in excess to be borne by the family or relatives. To me it appears somewhat cold-blooded to ask the widow and her little ones to defray the cost of burial when the insurance is all she and the little ones may have to keep her and them from immediate want. It has also come to pass that this Division has been informed point blank on several occasions by the relatives of a deceased member that they would not reimburse the Division—not one cent's worth—and so it remains. It may so happen that some of our Brothers have been of a careful turn and have saved enough in time. These savings they invested and they realized upon their investments enough to keep the family in comfortable circumstances after the father was laid away. There is a tide in the affairs of man which, if taken at the flood leads on to fortune, but so many of us have not taken advantage of this flood. I know too, that many have been good fellows, lived just to the limit, open hearted, open handed, have given right and left in sweet charity's name, and now, as they near the end we all must sooner or later, not having been of that careful and farsighted kind, alas too late do they realize that there is only the small insurance left when death does them remove, and then to think that the poor widow may be asked to pay from out her scanty hoard, the cost of burial. Let's see, what well be the cost to every member? and what may be the average in deaths per year. We cannot arrive at anywhere near it, but should there be, say, 235 deaths during the year at \$150.00 cost per burial, the amount so paid would be \$3,550.00, looks like and is an enormous sum, even so, that sum equally divided among 40,000 members would

scarcely be felt, but should it be borne by the 235 widows and the children, how then does it appear?

I sincerely hope and trust that the matter will be brought up at the coming Grand Division and be favorably acted upon, and that a General Burial Fund will be created; then when a Brother dies and the Division that buries him (be he a member of it, or of some other Division) will, upon proof of death and burial, be reimbursed by a warrant drawn upon the Fund, the same to be handled by the office of the G. S. and T.

I know of instances where a Brother assumed the entire cost of a burial, and being one of God's noblemen, declined to ask, and neither would permit the Division to reimburse him, and to this day the relatives of the deceased Brother, utterly have ignored the act and have allowed it to remain unpaid. This is not right, yet it shows to us how contemptibly small some people can be. My heart goes out to those who have been bereaved during the past year, those upon whom the heavy hand of destiny has fallen. The widow that has been bereft of husband, the children who have been robbed of a parent. For these all my heart is full of tenderest sympathy, and this brings to me a thought I strongly desire to express. How much more pleasing would it be to meet the bereaved widow in whose eyes, even through the tears, one could see and feel the expression of thankfulness, and then to hear the blessings showered upon the Order. As it is now all that might be expected would be meek submission to the inevitable, with no words of comfort, nor expression of thanks. Look into this matter, Brothers, and if I am in error tell me of it and show me wherein the error lies. I assure you if convinced I will acknowledge the same. Our delegate is in full accord with me in this matter and I hope all whom he may meet at Memphis will be of similar mind.

City of Mexico.

J. H. BROHASKA.

Editor Railway Conductor:

Guilford Division 431 meets on the second and fourth Sunday at 2 p. m. with very good attendance for the size of the Division we have.

Our new officers have been installed for this year. With the officers we have to lead us and the material we have to work on the new year looks very bright.

The boys are coming in as they grow eligible, without coaxing. We have sixty on roll now and by this time next year we hope to double this number.

A. B. PEARCE.

Greensboro, N. C.

Editor Railway Conductor:

The next Grand Division session will no doubt be an important and interesting one for several reasons, principally among them, will be the election of officers. Ordinarily the election of officers does not even make a ripple on the surface, but, owing to the fact that we have lost by resignation, our worthy and esteemed Brother Clark from the head of our organization, and as he was such an exceptionally able and successful leader, this loss makes us stop, first to catch our breath, second to know our loss, and finally we pull ourselves to-

gether and say who is the man to take his place. We have men in our organization, no doubt, who would willingly take the position. We have men in our ranks who have already decided for themselves that they can fill the position, we have men in our organization whose friends have decided that they are in every way qualified to fill the position, and should have it. Now these opinions on the part of aspirants and their friends are all right, and no doubt, tend to show to the membership that we have men in our ranks who have the interest of our organization and its members at heart and are willing no doubt to make some sacrifice in order that they might as the leader of our noble organization be placed in a position where they can serve their fellow man, help make history in the labor movement of our land, and incidentally gratify an ambitious desire to be at the top at six thousand per.

Now to my mind, this scramble for office is all tommy-rot, there is no necessity for it, the boomer and agitator for a change will make lots of noise and bluster and will, do doubt, have some following, but the rank and file of our organization, those who do the thinking, those of them who have weighed the experience of the past, the success of the present and the glorious possibilities of the future, these are the men who will place in office, the man who belongs to the office, the man who can acceptably fill the position. We do not want in office any untried timber, we cannot afford to take any chance with such timber, we want as the leader of our Order, the one man who stands for it, the man who has worked shoulder to shoulder with Brother Clark through all those trying years of upbuilding, of uplifting, the man who to my mind, is more thoroughly conversant with the policies and methods adopted and practiced and which took our Order from a social and fraternal plane and placed at the top notch of protective labor organizations of the land, a shining example for other organizations to follow, and we have not reached the highest pinnacle as yet, but will through the able leadership of Brother A. B. Garretson. This is the man we need at the helm, this is the man that the office naturally seeks, and this is the man who will fit the office.

For the other offices, Brother Sheppard has been tried and found not wanting and will make a very able and efficient assistant to Brother Garretson and in the event of a vacancy in the office of the Chief Conductor will be able to assume the reins—and do so successfully—as he is a natural born leader of men.

For the office of Grand Secretary and Treasurer, my dear friend Brother Maxwell stands alone.

As to the office of Senior and Junior Conductors, I cannot say so much, these offices may possibly be open for the admission of new material in our official family. The two Brothers who are at present filling those offices may be the men who should be placed there. I have not the pleasure of their acquaintance, but they must be men of some ability or our Board of Trustee would not have appointed them to fill out the unexpired term of their predecessors.

Brothers, take a calm, cool, serious view of the situation, and do not allow any agitation to swerve

you from your straight line of duty, if you love your organization and have any desire for its future welfare and success, weigh well all movements for office and weigh them in the balance with our present administration and you will arrive at the right conclusion as to who shall lead us.

Philadelphia, Pa.

JAY DEB.

Editor Railway Conductor:

Considerable speculation is now in order and going the rounds of all the railroad journals in reference to the actual cause of the wreck at Lawyer, Va., in which President Spencer was killed. There we find a road equipped with a block system and according to the report of the Superintendent, the flagman did his whole duty. But did he do all that was possible? Don't you think that human nature rules here as in nearly every such case we hear of? When a train is stopped at an unusual place, the first thing that comes into a trainman's mind is what is the matter? Do we find that the flagman starts back the instant his train stops? And is he not much less likely to be prompt where he has a block system to protect him? Or do we find him inquiring the cause and speculating as to how long the train is likely to stand there? In this case No. 33 passed Rangoon at 6:06 and No. 37 passed there at 6:14, 8 minutes apart, going at full speed. No. 33 would take nearly two minutes to reduce speed and come to a full stop so that No. 37 was only 6 minutes behind when No. 33 got stopped. The flagman would very likely take two or three minutes to get his flag or red lamp and get through or around a private car on the rear of his train, and if he hangs back a little to find out what the trouble is, all of the time interval is gone and the result is a wreck.

Now we will take up the case of the men in the towers. When No. 33 passed Rangoon tower, the operator tried to notify the operator at Lawyer, he was possibly out or busy at the time and did not hear the call, in the mean time he has returned and the operator at Rangoon supposing 33 had passed Lawyer, without making sure of it, notified the operator at Lawyer he had 37 coming, the operator at Lawyer not knowing 33 was in the block, has answered let it come. I don't consider that it is a block system where there was nothing to indicate to either operator that a train was in the block. It is nothing more than a five minute rule, where the operator allows train to follow after 5 minutes, no matter where the preceding train is and it is apt to put flagmen off their guard and make them more careless. When a train passes a tower there should be an indicator to show danger, in a conspicuous place before the operator until the train has passed the next tower or a bell should ring until the train has cleared the block. Where we depend on human agencies to protect us, just so long will those terrible wrecks occur. I would like to ask, do the railroad managements take the time to remedy the causes of so many wrecks? If they did it seems to me they would not be so frequent, but as a general rule when there is an investigation some poor man is discharged, they feel satisfied he was the whole cause, the wreck becomes a thing of the past, is soon forgotten except by those that have lost their dear ones, and

we prepare to fortify ourselves for the next one, the management being too busy to bother after discharging some one.

I remember when the Reading railroad used the men that flag the streets and public roads in the country to flag trains and tell the engineer that a train was 5 or 10 minutes ahead of him, warn him to look out for them, while it was not a very fast system, it was a safer one than the present block system. It is very sad to think they had to sacrifice the life of their President before the Southern management could realize their faulty and almost useless block system. If they want to run fast trains and run them so close together they should first build up a safe and perfect system of signals and rules that will insure the safety of the public and themselves, see that their signals and rules are thoroughly understood by all employees and do not depend too much on human agencies, then proceed to make schedules to fit. When a company feels more proud of the fact that their trains are run on time, that they have no serious accidents, either to the public or their employees, that they are using all their energies for those ends, and not on how much dividend they have earned for the stockholders, then we will be taking a step toward perfecting our railroad systems. The Pennsylvania R. R. has spent millions trying to find a perfect automatic system of signals, a system that can be adopted on all its lines, spending time and money to educate their employees, and using severe discipline where they have overlooked the rules and signals, keeping the importance of those rules constantly before them, very often consulting their employees in regard to improving the present system, by that they not only get valuable information, but excite an interest in the employee that makes them feel they are a vital part of the organization and the result is the management and employees working together in harmony, each feeling equally responsible for the success of the company, they will soon have as near perfect a system as it is possible for man to produce.

JOHN J. BREEN.

Wawa, Pa.

Editor Railway Conductor:

Division 480 was organized about 15 months ago, with 15 charter members: At present our rolls show 42, while our treasurer's balance sheet has been advanced from nothing to something. Attendance very good: conductors hired, no braking, but it is plain hard work. Generally speaking, there is room for one more.

Referring to Brother Whitehead's letter, in December number, this appears to be a brilliant idea, in these days of mergers and consolidations, if so gigantic a task can only be accomplished. However, the difficulties which will beset this plan seem almost unsurmountable; but it is eminently worthy of trial.

Insurance: Our laws are now so lenient as to almost attack its stability. Just consider that by the payment of one month's assessment, the member receives three months insurance for has he not two calendar months in which to make the payment? Further, this is a straight life insurance, then there is added the accidental feature, and also the numerous cases which are presented at each Grand

Division for special attention, not covered by the laws, many of which are also paid. All of which are liberal in the extreme. Now the proposition to give the old conductor "his insurance". How does he calculate he has any insurance? Does not the passing of December 31, of each year mark the termination of that year's insurance? He has had value received in insurance for the year. The premium passes into the hands of and becomes the property of the M. B. D. Insured has had value received and too he has until February 28 of succeeding year grace, in which to make further payments. Aren't these two months something? Reckon the risk involved on the M. B. D. carrying him these two months.

Now, perhaps many wish to establish a different kind of insurance. An insurance, on the Tontine plan of deferred payment. However, this will cost the insured more money, in premiums, as will be seen by reference to N. Y. L. rates. We must bear in mind that no individual can get more out of the insurance department than he puts in, and that less running expenses.

Now, if we want to return old conductors their insurance, we have got to change the character of our insurance. Give them 20 year policies, collect more premiums. Those of us who hold certificates in the Order and 20 year policies in N. Y. Life realize that there is a vast difference between rates collected by M. B. D. for their straight life and N. Y. L. for their 20 year policy. I carry both and find it is O. R. C. \$48.00 for \$3000, to N. Y. L. \$272.00 for \$5000. Therefore I would welcome the advent of this character of insurance by M. D. B. However, as insurance has been conducted by us in the past, no member can present any valid claim for paid in premiums, for in every instance there has been value received. Nor can any one duplicate his certificate with any company at anything like our rates—if you doubt it, try it.

You receive value of policy for death, or disability, as loss of limb, etc. Can you duplicate this at \$16.00 per thousand, and in case of any further disability have your case passed by Grand Division with possibility of having claim recognized?

Insurance must be conducted on business lines, not charitable lines, otherwise its stability becomes affected. In addition to all this, we have a Relief Fund to relieve distress: but on the whole it is a proposition of "as ye sow, so must ye reap."

In regard to the Home: I believe this was handled at St. Paul convention, and very satisfactorily too. O. R. C. made the advance and it is with the other organizations to respond. No doubt a home could be made self supporting, or nearly so. However, it is a difficult problem to handle, as all who have visited old soldier's homes can testify—in regard to making it self-supporting.

Holding Grand Divisions: I sanction Brother Elliott's letter of some months past, believe they should be held in Cedar Rapids biennially, that expenses are exorbitant. Representation should be cut down to 50 delegates. Present system appears to be representative, but it is not. Division 480 has one delegate, Division 1 has one delegate; is there anything like justice in that for Division 1? Also the passage of Hepburn's bill is a factor to

be reckoned with. Also note Brother Elliott's remarks about the enormously large body of 500 to do business with, boating parties and banker's hours. Surely a change is needed.

Employment bureau is also needed and ought to be conducted at headquarters, where we can secure reliable information in regard to employment and conditions any time we need it, as it would save our membership needless miles of travel.

Making contracts for an international organization our method is certainly primitive and needs to be remedied. A contract should be drawn up by our Grand Officers after diligent research, and perhaps in conjunction with the B. R. T. Such contract to be declared standard pay, and the several R. R. companies given an early opportunity to adopt same, and not, as at present, to be handled locally, but nationally. Then each R. R. would pay exactly same rates. Employes of several roads would receive same pay. Conditions for R. R. would be same; one would pay no more wages than another. Of course we would have to make provision for mountain roads, but it could all be determined in one contract. R. R. which belong properly to mountain rates to be so classified, and those which belong to other classes so classified. Of course our Western Chairman's association is approaching this end, but in '03 they secured 15 per cent raise which applied to a score of different schedules, left the difference just the same. Now let us eliminate this difference and put all lines on an equal footing in justice to them as well as ourselves.

Politics: Our statutes forbid it, but a recent editorial remarked that we were in a little bit anyhow. Now I do not believe in politics too strongly, myself, but let us improve the little bit end of it. I scarcely believe it is necessary to change statutes. Banks, when they find they cannot comply with laws in certain loans, organize subsidiary trust companies; railroads when they find state laws inimical, change the name of a portion of the road so affected, so let us organize a subsidiary department, to look after such politics as interest us. We maintain state and national lobbies to look after our interests, which they do to the best of their powers, but when they find a refractory member of legislature or senate they are unable to handle him, whereas if we had such a department they could keep it so informed. Likewise with candidates who declined to pledge themselves very specifically or broke faith. Such a department could advise membership and in turn we could with such authentic information see to it that refractory members did not return. The American Federation of Labor is working on these lines and I believe it would be well to put in with them. Don't think this plan too socialistic to be admissible. A MEMBER.

Silsbee, Tex.

Editor Railway Conductor:

It has been a long time since Division 100 appeared on the editorial map, but nevertheless you will find us situated in the midst of prosperity, both fraternal and commercial, having a membership of three hundred and sixty-five we undoubtedly are the predominating Division of the buckeye state, and the same can be said of its officers.

They were all re-elected to their respective positions with the exception of two; now Brothers, a word as to our officers and their efficiency. There is not a word in the English vocabulary that has a preponderance of praise in it that can do justice to these Brother officers from the Chief Conductor on down and you never realize their worth until you visit some other Division. In Division 100 you never see a ritual used by any of its officers.

How much more impressive this makes the obligations, and the initiation on our newly made Brothers. This is really necessary in a good disciplined Division where harmony, joy and peace prevail. Another thing that is an important factor in the progress of this organization is your presence at the Division room. Yes, Brother, lend to the officers your moral support and increase the attendance. This is only a duty we owe the officers, and which is the necessary making of a good O. R. C. man.

Dropping all further comment on this subject which is explanatory in itself, we will now take up the future of our organization. There has been a good deal of comment as to how we shall instruct our delegates at our next biennial convention in regard to the distribution of our finances and there is much difference of opinion among the Brothers as to a Home for our maimed and disabled Brothers. As for myself I do not favor a Home, my observation of the different sentiments of the Brothers' deliberations on this question I find that their ideas are wholly inadequate to cope with the misfortunes that befall some of our most worthy Brothers.

Here I would like to call your undivided attention to the condition of two Brothers with whom I have been personally acquainted, who have given up their positions on the road, for the reason that their afflictions would no longer let them follow the vocation of railway conductor. One of these Brothers also belonged to the Brotherhood of Railway Trainmen, which paid him the full face of his policy, after the doctor pronounced him incurable. At or before that time the O. R. C. lost this Brother just because he was not entitled to any benefits from our organization. And there is not one of us that can conscientiously censure him for so doing.

The other Brother, being only a single header, gave up his position through the advice of the best skilled surgeons and physicians that a man in ordinary circumstances could afford. Just think of it, after fifteen years in railway service, had worked his way almost to the top rung in the ladder, then through that strange advent called disease it breaks asunder and precipitates him to the bottom of the pit, a helpless mass of humanity, a physical wreck, unfit to follow that which had been the height of his ambition to take the next step and fill the shoes of a passenger conductor. Alas, a life spent for naught and probably no other vocation to apply at the time. Now the question arises, what shall we do for these unfortunate Brothers? Shall we be guilty of ignoring the word charity, a word that is used in the emblem of our Order, a word that is defined by the entire universe, a word given by the good graces of our Savior for the maintenance and benefit of mankind? How dare we misinterpret

its meaning under the obligation we have taken? each member is his Brothers' keeper, yes, let that be our motto in the future, for we have deviated from this rule in the past

I say instruct our delegates to amend our Constitution at our next convention and pay these unfortunate Brothers the full amount of their policies after being pronounced incurable or so incapacitated that he is unfit for further railway service by a board of physicians that are to make the examination under the supervision of the Division to which the Brother belongs.

This would only be one short step toward fulfilling our obligations, but a great stride toward charity. We as a fraternal organization, cannot afford to do as the great railway corporations have done! When a man has become disabled and unfit for further service then they want to throw him on his own resources and if at fault allow him as little as the law will permit. Oh, how inhuman that is! Why, we will have made an effort to protect ourselves and families. I claim that a Brother who is stricken down with some incurable disease something that keeps him from earning bread and butter for his family the rest of his days is just as much incapacitated and as much entitled to his insurance as the Brother who loses a limb. The Brotherhood of Railway Trainmen pay it, why not us? This would enable the Brother to set himself up in some kind of business that would make a good, honest living for himself and family.

What use is there in hoarding our money in the Grand Division Treasury? We do not want some other generation to step in and derive the benefit of our savings, our Brothers of today need it and they should have it, they have financed the treasury to its present prosperous condition; they have helped to build up our grand organization almost from its infancy. Now is the time to return the good gifts of these men while they still breathe the air of freedom, and not wait until death has called them from our ranks.

For insurance, to a railroad man, does not carry out what it is intended for when you have to die to get it.

C. MOELLER.

Columbus, Ohio.

Editor Railway Conductor:

I read with much surprise and interest Brother A. E. Porter's letter in the December issue of the CONDUCTOR, and think the Divisions should give his case serious consideration. I cannot understand why the Grand Division should hold his insurance back when he is totally disabled from further making a living in the railroad service. Even though he may have two sons earning wages; he no doubt was paying dues and assessments for a number of years before those boys were capable of assisting him. And no doubt the cause of his misfortune was brought upon him as a natural result of the long and arduous years of service; and that he may have been following his chosen occupation. Also I certainly think we should have our Constitution so amended as to remedy or cover such cases as Brother Porter's.

And now that he is disabled, I certainly think he should be paid his insurance to assist him in

his struggle for an existence in his disabled condition.

Hoping the Brothers will give this matter their most serious thought as we never know who will be next. Wishing the CONDUCTOR and all Brothers a happy and successful New Year.

Las Vegas, Nev.

A. CO-WORKER.

Editor Railway Conductor:

Division No. 38 installed officers three weeks ago last Sunday, and we have a grand set of officers. M. Gifford acted as installing officer. After our installation, the ladies of Lincoln Division No. 20 had a public installation for the Brothers and their families. Mrs. W. T. Rich was installing officer and she did her work in elegant shape.

After the installation, the ladies of Division No. 20 served an elegant chicken dinner in the O. R. C. Hall.

Division No. 38 is prospering well, but we have a few sick members which we cannot account for since our chicken dinner. I believe it would be a fine plan to have a house warming like this real often for the Brothers, as a hungry conductor once entirely replenished will be on perfect behavior for the balance of the year.

Hope that I can get an answer from our general correspondent for No. 38 and Division No. 20 in the near future.

MEMBER OF 38.

Des Moines, Ia.

Editor Railway Conductor:

New officials make new appointments; some a decided improvement, while others hardly an apology for their predecessor. Such I may say is my case. Our Chief Conductor Charles Messer assigned me as correspondent for the CONDUCTOR. I was in hopes the appointment might be given to another, owing to the fact that I prepared a few articles under the appointment of Chief Conductor George A. Silsbee, and felt that new thought was required to add lustre to our journal. It is not the easiest matter in the world to arrange subjects for the CONDUCTOR, because so many minds are drilling the same rock.

We may write an article of local interest, but that is not far reaching enough to satisfy our members. We may write of harmony, but at times we wonder if such a thing ever existed in the human race. We may call your attention to lack of interest and as a rule the excuse is prompted by jealous reasons. We may point to men who seldom attend unless in trouble, or have an end to shape, or a hunger for office. We may speak of the good our Order has done, or of the prospects of its future, but all this has been presented to you from different sections of the country. So I will dwell for a moment upon the possible prospects of seeing the Grand Division called for action in old historic Boston in 1909.

To satisfy the desires of many who have nursed and cradled our Order in New England for a quarter of a century and who for more than a decade have tried to attract the Grand body to this section by presenting through their delegates, the attractions of Boston, which are taught to every civilized child on both sides of the Globe. Those who assembled at Portland, Ore., remember the invitation I pre-

sented. You cannot deny but the delegates from Boston displayed an unselfish spirit when they withdrew in favor of Memphis. It was not at all improbable that the second ballot would have brought them victory with the assistance we were assured from Cincinnati and Detroit. But the efforts and expense which Memphis displayed won from the Boston delegates an admiration which prompted them to surrender with grace, and stand uncovered before our warm-hearted Brothers of the south. I believe their word is as pure as their spirit, and when Boston bids the Grand Division to come, not a soul south of Pennsylvania or west of the Mississippi will rise to oppose. We will take you over territory so honored that patriotism will move you to stand in silence—yes, even kiss the sacred dust. We will show you where the mighty fell, that made you free. You will be led to the holy shrine where rests the patriot, the soldier, the statesman of more than two centuries ago. Your children will stand upon soil familiar to them through their school life. You will see the largest shops in our country and the mightiest factories in the world. Your expenses for living will be less than in any other city in the Union. One hundred thousand are housed and cared for in Boston without an effort and the cost of accommodations remain unchanged. We have but one price regardless of numbers. Experience has taught those who attend our Grand Division that these conditions are seldom seen. The coldness and indifference that has been charged to the people of New England has died with the generation that has passed. Our hospitality has been warmed by the association we have had with all sections of our country. Your reception was never more royal than one that awaits you in Boston. Brother George Smith, of New England Division 157, a man of tact and ability to secure the greater portion of what is necessary to make your stay most enjoyable has expressed his disappointment from year to year at the Grand Division's choice of meeting. The delegates from Boston may again invite you to their home.

The B. R. T. and the O. R. C. on the Boston & Maine R. R. held a union meeting Sunday, December 29, at Charleston. The feeling and results were decidedly marked.

Grand Master Morrissey addressed the gathering and left an impression that time will not erase. A repetition of this meeting will take place, to finish the work and extend the feeling of the two organizations. Brother John Macdonald of Bay State Division 413, officiated as permanent chairman. His presence and manner attached dignity and character to the assembly.

I trust the officers who are to manage the affairs of Bay State Division for the coming year will carry that determined intention which they displayed the day of their installation until they lay aside the mantle of their care. It is beautiful to behold the start, but sometimes deplorable to witness the finish. Your attendance at all meetings encourages the members.

Our Division is delighted to add to the roll of membership Brother Wilkins, Past Grand Senior Conductor. His work in the O. R. C. covers the brightest pages of our history. We of the east look with longing for the time his past will be recognized

by the appointing power of our Government. Charlie, it can not come too soon to please the boys. Brother Garretson has carried New York, New Haven, Providence and Boston by storm. He is a worthy successor of a powerful man. The Order is very fortunate in being able to produce a man to fill the gap. God grant his health may be spared to direct the cause of such a mighty craft. I doubt if a person lives that will question his honesty, or criticize the purity of his purpose. I am in hopes to get news from the boys who are unable to attend to duty for our next number.

Weather conditions are excellent.

Plenty of work in New England for all.

Happy New Year to Brother Cameron and family of Parsons, Kans., from Bay State Division #13. Somerville, Mass. J. H. PARANT.

Editor Railway Conductor:

That was the "blow that killed father." No one but conductors in actual service to be entitled to Division cards, eh? Well, Well! What will come next, I wonder? Go to your Division meetings and note what ones of your membership do more than their share of the work and business of that meeting, and in the interim between meeting days attends to the petty affairs of your Division. Nine times out of ten it is the conductor who is out of the service. Who are they? They are the very ones who, in the past were hard workers for the Order, helped to lay the foundation and build up the Order to its present usefulness. They are the ones who were, perhaps, discharged from the service of the company because of the fact that they were members of the Order and active in doing committee work in the interests of their fellow employees, and thereby caused the displeasure of their officials and were marked for dismissal upon the first provocation, no matter how small that offence might be. And they were discharged and they are out of the service of the railways, but a large number of them are still in the service of the Order. They are still working for the upbuilding and bettering the condition of their Brothers who are still in the service and you don't want them to have a Division card? You don't want to show these old fellows any courtesy at all. They are simply back numbers, has been, and now they are down and out. All right, take their Division cards away from them, take their insurance away from them too, but always be sure and have them pay their dues to the Division promptly, or else have them suspended for non-payment of dues. What are you going to do with your Grand Division officers? Let them have Division cards? Would you allow Brother E. E. Clark to have one if he asked for it? I would like to ask the members of my own Division (26) how it would seem if they should come to Division meeting some day and not see Brother H. C. Hatcher, C. R. Lee, B. O. Smith, L. L. Barrus, M. J. Bork, C. A. Warner, M. A. Loop, or H. O. Wright there, wouldn't that be funny? Well, I guess! They are there every meeting day, ably assisting in the business of the Division, but if they want a Division card, don't let them have it, so there. But hold on, wait a minute. Here is the proposition; but if you do issue them a card

have it marked *Not in the service*. Well, now that is all right. Mark them not in the service, but go still further and have the Chief Conductor and Secretary of the Division of which they are members say that they are in all respects worthy, and that they are possessed of the requirements necessary in a good O. R. C. man and when you see such a card take the possessor of it by the hand and say I am your Brother. I thank you for the good work you have done for me in the past and I hope to show you my appreciation of it.

Well, I am glad to see such an awakening anent the Home question. I notice in the January CONDUCTOR nearly every correspondent had a word to say and all acknowledge the necessity for action in some way.

I see our Brother from Toronto, Can., says to double or quadruple the Relief Fund. That will do it. That's a mighty good beginning. 40,000 members, four dollars a year each, \$160,000 a year ain't bad. But how will the disbursement of this amount be regulated, will the widow or orphan child be taken care of, or will the laws be so stringent that the very moment the husband and father passes away, the relief stops, and your Sister faces the cold world alone and uncared for and her child unreared and uneducated? Hang it, here is the idea, we need a home for some cases. The Home at Highland Park would do, maybe, if it were under the management and control of the O. R. C. and if they admitted the wife with the Brother, but they don't. So I say we need a Home for some cases, while perhaps the majority might prefer an increase in the Relief Fund. But I am content to leave it to the delegates who have been elected to enact our laws at Memphis, Tenn. next May. I fully believe that they in their wisdom will provide some way to care for our needy ones. And right here I would like to ask a question: At what time must a resolution be in the hands of the Jurisprudence Committee to have them pass on it at the next Grand Division, and can that resolution come from any member of the Order or must it come from a regularly elected delegate?

If the reader will remember, in a letter to the CONDUCTOR in 1900, I suggested the proposition of the Order entering into the manufacturing of uniforms for their passenger conductors. Now I don't know how many passenger conductors we have in America, but I will say 2000. Now if each passenger man buys two suits a year, that means 4000 suits, or 12½ suits per each working day in the year, at a small profit at least on each suit. Some of our conductors, out of the service and out of the age limit could act as agents of the factory at their respective homes, and thus have an assured income from that source. Also perhaps some of the widows and daughters of our members could find employment therein, (not sweat shop either). Don't you suppose if a committee of conductors should approach the officials of say the Vanderbilt system and should say to them that they would enter into a contract with the company to furnish all the uniforms for their employes at a certain price, and that the income derived from that work was to be used for the purpose of supporting the widows and orphans of our (their) conductors that said company's of-

ficials would consider the proposition? And again, don't you further believe that should that same committee go to some manufacturer of cloth and say to him, we will take the entire output of your factory for the term of twenty-five years, that a very reasonable figure could be obtained, and don't you further believe that should that same committee approach, say, the city of Indianapolis, or Kansas City, and say to their Chamber of Commerce that the Order of Railway Conductors proposes to go into the manufacturing of uniforms and caps, etc., and that they were looking for a site to locate, that said Chamber of Commerce would say to said committee, come to our city and we will furnish the site and build the building and give you a clear title to the same? Then say to the 40,000 conductors we have, that during the month of July, 1907, there will be an assessment levied on each conductor of \$10.00 netting to the Order just \$400,000.00. Looks good on paper, don't it, but will it work? Some one that makes these uniforms now, certainly makes a profit on the them, and why shouldn't we, and further we might later on branch out into the manufacturing of all kinds of costumes for secret societies, etc. Talk about trusts, why we would have a cinch, especially when we have 40,000 stockholders. Well, I expect you will say that none of our conductors are tailors and we can't do it. Well, a conductor can do almost anything if he makes up his mind to do it, and there would be lots of work about such an institution that he could do, if he felt like it.

BEN. F. OSBORNE.

Toledo, O.

Editor Railway Conductor:

As a back number among railroad conductors my meditations naturally went, this long winter evening to our beloved Order. As time passes I am more inspired each succeeding year by the teachings of noble precepts and the noble character of our members of the O. R. C. and the influence the examples these heroes have not only on our Order, but upon all who come in contact with them, in or out of railroad circles. These reflections are prompted by the happy, pleasant time accorded "Your Uncle Ben" on the occasion of the election and installation of officers of Division 151, (Two Rivers), on November 26, and banquet given by the Sisters of the Auxiliary—and such a banquet is seldom enjoyed by hungry railway boys. After supper fine talks were made by the Sisters of the Auxiliary the boys were too full for utterance. A most pleasant time was enjoyed by all and appreciated by your humble correspondent for the kind attentions bestowed on the "New Members". Surely Monett Division has a noble Auxiliary and both Orders are composed of noble souls. All enjoyed the program and banquet as such noble men and women can enjoy themselves. The only feature that caused regret was the absence of Brother C. C. Shipley, who was detained at home by sickness. May the blessings of heaven rest on the O. R. C.

As I read in the RAILWAY CONDUCTOR of railway accidents, their cause and prevention, my reflections wander back to my own record of thirty-five years in charge of trains and it is a source of gratification that this term of service with so few acci-

dents, although the nervy brakeman varied the appellation of "Old man," or "granny," I do not ascribe the smooth gliding o'er the rails to particular caution or over careful management on my part, but the glory belongs to an all wise and merciful Father in heaven who watches and extends His care and blessings over us and rewards us in a most beneficent way for the care and interest we manifest in His dear creatures given into our charge, and now with grateful heart I thank heaven that the thousands of souls committed to my care during a period of twenty-eight years in charge of passenger trains not one passenger received serious injury. If I did not make a brilliant record I am proud to meet elderly people and have them relate the incidents of their first car ride, perhaps a miss just entering her teens taking a long journey all alone. How pleased she felt of that—how safe she felt when placed by papa in the conductor's care, he confidently telling her "Conductor" would care for her—Brothers, what a blessed memory no charge was ever neglected.

I am much interested in Brother Nichols' letter in the December monthly and avail myself of his invitation to have my say referring to payment of disability claims, conductors' Home, etc. The Home is no doubt a most noble institution and has been a blessing to many an oldtimer who might otherwise have been brought to want, and the men who contribute to its maintenance are worthy benefactors and their action commendable, but all men are not constituted alike. A wise providence has wisely created us with different inclinations, different habits and tastes. Let us consider, for example, the man who has led an active life, has reached the age of three score and ten, and three years more, is of an independent disposition, has a little measure of health and strength left, but his capacity for wage earning does not amount to enough to anywhere near keep him comfortable, even tho' he practice the most strict economy, likes to potter around and mend things, loves nature, likes to work with trees, cultivate flowers and vegetables, likes to work tho' it don't pay money, make something, meet with the boys at long intervals, joke them, tell them of incidents of early days, compare the ancient way of railroading with the modern, go fishing, likes to put his feet under his own table be it ever so humble, (say, boys, I used a table with posts made of birch poles with the bark on) tell the boys how they used to do it up north. Do you think this old conductor would enjoy life in the Home every day, like Sunday? No, his spirit would become restless as the Indian boy in the legend, viz.,

"To the land of my fathers
Where the bright waters flow,
White man let me go,
To the land of my fathers
Where the tall cedars grow,
White man let me go."

I may not quote correctly, for it is a long time since I have thought of the lines.

It was my privilege, last summer, to visit the Soldiers' Home at Marion, Indiana. A grateful government has provided bountifully every comfort and the utmost neatness prevails in the buildings and the best of food provided with the greatest

care, the grounds most handsomely embellished with trees, shrubbery and flowers. We were there when the old veterans assembled for supper, so we had a good opportunity to see and observe the prevailing feature of sadness. No, my Brothers, work is the natural element of man, occupation for the mind and the hands contribute to health and happiness. He enjoys his food better and sleeps better. Regarding payment of injury claims, I have no doubt exact justice is the object but does it come exactly that way? We know of instances where a Brother has been paid a claim for the loss of a hand and soon as out of the hospital sign a release with the company and be assigned a position as lucrative as that of conductor and he a young man, too. While there are many old members having some infirmity brought about by a long term of service, are needy, suffering many privations, and to them it is quite a burden to meet assessments to pay the disability claim, Reserve Fund, etc.

These old conductors no longer have families dependent upon them; their children have grown up; some of them are rearing families of their own, and are able to take care of themselves and families, but find it a trifle burdensome to care for the old "Knight of the Punch." Brother delegate to Memphis, kindly consider the condition of these old men: their requirements are not much, a few hundred will do them much good. Do not be afraid they will squander it. They have passed an experience that will make them cautious and they never were Count De Castelanes.

Brothers, if you knew the privations some of these old men have to endure I think it would stir your sympathetic soul to action. Do not think I am scolding or fault-finding, for the Brothers when I go out among them treat me very kindly and manifest much sympathy and sympathy goes a long way in a man's adversities. BEN GRIST.

Monett, Mo.

Editor Railway Conductor:

There seems to be quite a number of topics under discussion at the present time in the RAILWAY CONDUCTOR. One that seems to be discussed the most is the Home for superannuated members and that all O. R. C. men are liable to become paupers instead of being some of the best paid men in the country, and still the conductors or any other man employed in train service, are not paid enough according to the work, hardships and danger they have to contend with.

The Home for Old Conductors at Highland Park has but very few members of the O. R. C. But has it ever occurred to the men in service at the present time, what is the cause of some of the members of the O. R. C. being in the Home? Brothers, it is a very poor man that will not profit by the misfortunes and failures of others. We see men every day who have been railroading for years, working steady with good paying positions, and then make a slight mistake and the superintendent informs them that he has no further use for them. Probably we have been crippled or got infirm and decrepit from old age, we are past the age limit and no other railroad company will give us employment, and any other corporation

outside of railroading does not want us, we are too old, but if times are prosperous we may get employment at hard work for a short time before being completely broken down, and the next thing will be to make application to the Home for old railroad men, where we will wind up our days on this earth.

On the other hand if our unfortunate Brother had taken the thought when he had a good position and he was prosperous to have laid away a few dollars every month for the rainy day which is bound to come, then Brothers, we could tell a different story when the superintendent informs us he has no further use for us. If we have been putting our time to good use while in the service by saving some of our monthly salary, we will not have to look to some other railroad for employment or some other corporation and then be turned away on account of old age. If we have taken good care of some of our funds we can become our own capitalist by buying a small farm and make mother earth keep us instead of relying on the Home for old railroad men. There is one thing certain, Brothers, that the fellow that is always looking for pay day and goes into the pay car and draws one hundred and twenty-five dollars and runs into debt for one hundred and thirty-five dollars is going to make application to get into the Home for old railroad men, if he lives long enough to get out of employment, and how many of just this kind of men are in the railroad service today? The writer has been following railroading for quite a number of years and is acquainted with men who have been railroading for years as conductors and engineers, who, if they lost their positions today would have to start to hunt another position tomorrow because they have made no provision for the future. I do not mean to say that all railroad men who have misfortune overtake them, that it is caused by their negligence or extravagance. There is many a railroad man who has toiled and struggled to accumulate something for a rainy day, but first it would be one trial and then another; maybe sickness or unfortunate in business transactions, but these cases are very rare and the chances are that the fellow will keep working away and you will not hear any complaint from him. The man that makes the attempt to succeed in life and fails is deserving of assistance and sympathy. The question of the establishing of a Home for old conductors will come before the Grand Division at Memphis for consideration and let us trust the Grand Division will settle the question satisfactorily to all members. J. O. JOHNSON.

Monett, Mo.

Editor Railway Conductor:

As it has been a long time since there has been anything seen in the RAILWAY CONDUCTOR from Division 168. As we are located over here in the woods, we don't have much time to write at this time of the year as the boys are all busy hauling coal. If Mr. Editor will permit and can find space would be glad to have it, as business is rushing at present time.

The boys don't have much time to themselves, not even time to come to Division meetings. Of course we will forgive them as they all had a nice vacation given them this summer on account of the soft coal strike. As the general committee

of adjustment for the N. Y. C. systems has returned with an increase for all that has also been satisfactorily to nearly everybody. I have been reading *THE RAILWAY CONDUCTOR* each month and see a great deal of discussion in regard to the railroad man's Home, especially for old and disabled conductors. I am not in favor of a Home as I consider and think when a Brother has spent nearly all his life on the rail that when he gets old and disabled there should be something provided for him better than is at present. This can be done even if we must pay more insurance. I would like to see more in the *CONDUCTOR* each month as I think this is the proper place to discuss such matters. Division 168 has one Brother whom I think should have his insurance claim paid. He has been a member of the O. R. C. nearly all his life; was running a passenger train at the time he became disabled with rheumatism and he has never done a day's work since. As the laws of our Order do not allow the payment of such claims, I would be pleased to see some way such Brothers would be cared for and cared for properly. There has been a great deal of dissatisfaction on the question of salaried chairman for the New York Central system, would like to hear from some of our Divisions on the question. For my part I am in favor of a salaried chairman, but I think the price paid per month is not enough, would like to hear from the other 14 Divisions through *The Conductor*.

As Division 168 is not often heard from through the *CONDUCTOR* I presume the boys are all very busy as all the spare time they have to themselves they must use for rest so they can see that all switch lamps and semaphore lights are burning and all blocks are clear. It has been customary for trainmasters on some divisions of the P. R. R. to go over different parts of the road at night and report the lights from distant signals and semaphors in order to catch some one napping; so boys, keep your eyes wide open and use the conductor's valve if necessary.

FROSTY.

Jersey Shore, Pa.

Editor Railway Conductor:

I am a member of Division No. 48, Detroit, Michigan, and two years ago I came to this wonderful country and settled on a free homestead—and considering that I knew nothing outside of my railroad life of over thirty-five years and having a small capital to start a farm home, I think I am doing well.

I notice much of the honest effort many worthy Brothers are making for the good of the Order and all its members through our official medium, *THE RAILWAY CONDUCTOR*, and especially those letters pertaining to a conductors' Home, or those Brothers out of employment and find none on account of age or blacklist, etc., and if my experience as a farmer is of any service to any Brother conductor who desires to make a new home and become independent of railroads and its uncertainties, I will be glad to answer and do what I can for them. Few people have any idea as to the vastness and richness in resources of this Canadian northwest, and if one is not a gifted writer, it is a difficult matter to do it justice in a short letter. And for that reason I would advise all who are looking for a

new home or railroad position to subscribe at once for the "Manitoba Weekly Free Press," Winnipeg, Man., it is only \$1.00 per year, and I am sure many of our American Brothers will be both surprised and pleased as they study the great possibilities there are here to be had by those who come and get them. Just think of it, over six thousand miles of new railroads rushing construction to keep pace with and meet the needs of the country. I am aware there are lots of our Brothers who are in good positions, some have the world by the tail and an easy down hill pull and will not be much interested in my humble scribble and it is my wish to them that their happiness may never receive a jar, but to those of my Brothers who have had to climb the ladder several times and as many times out of a job and who have had enough of it and desire to escape from it all and make a new home with either farming or in some business in the many new towns which are springing up all over, here is an opportunity. Now as to climate: I much prefer this to Ontario, Michigan, Indiana or Illinois, where I spent the most of my life in railroad train service, and when I look back I have some regrets. The greatest of these is I am sorry that I did not become weaned from railroading twenty years ago and come to this country then, for most of us seem to have a hankering to stick to the road and we get it in our head that we cannot make a living unless we are in railroad employment. This is a very bad error which I like many others have and still are making. If any man will put as much interest into his own business as he does into running a train in safety, he can live well and prosper, be at home every night and every meal, and have no dread of the call boy, nor will he have to dance to the music of T. M. or Supt. I can assure you it is a real solid comfort to be perfectly free from these last three named officials. Now dear Brother and Editor, if you think this worth a space in our February *CONDUCTOR* so as to give our Brothers a chance to take action early in the spring before the rush, and if it is a help to any Brothers I will feel that I have done my best for my Brothers who are out of a job.

ANDREW LITTLE.

Denholm, Saskatchewan, Canada.

Editor Railway Conductor:

Having somewhat recovered from the giddiness that came over me, brought about by the fact of seeing myself in print in the December number of *THE CONDUCTOR*, the expansion of my chest having resumed its former inches, also the fact of my hat again fitting, and such buttons that burst from their fastenings having been replaced, I am again tempted to invade the "Sanctum Sanctorum" of the editor, or words to that effect.

I have been written to quite a number of times by Brothers asking how railroading in Mexico compared with the same in the United States. This is a subject on which I do not feel competent to treat upon. It does not effect us alike, some conductors come here, tackle the work, and before three months go by, either are hopelessly deranged or fly to the States before becoming so. Others because they are differently constituted, remain and relearn the business, being denied work in the United States, because of that idiotic edict

the Age Limit. I think I can hear some of the Brothers that have as yet not crossed the Rio Grande, remark that there can't be much difference in running a train in Mexico. I've run trains in the United States for twenty years. I guess I would, excepting the handling of the language, be somewhat in my element. Yes, well I wonder if you would? just come down and try it. I think you will acknowledge that you have run against the real thing, especially, if you are not a mountain man. It is true that you have trains in length that reach from one township to the next. They are also, or nearly so, in evidence in some places here, but you have brakemen, so have we brakemen, and some of them are "Peacherinos". Speaking of brakemen, I believe I would rather say a word or two concerning them, and some of their peculiarities, of course there are exceptions to the rule. For instance, when a train breaks in two, you do not have to wake up your brakeman, no, well we generally do, sometimes if the air is good they wake up when they hit the ground, in that case they ride in the caboose the rest of the trip. Here, you caboose man, get back there and flag that train, (this in Spanish, providing you can) if not, make signs. They are quick to understand, if the stop proves to be a derailment, and time be required to arrange matters, you go back and you will find him just around the curve lying down with his head on the end of a tie, he may be awake, if so, tell him to go back still further, but remain in sight while he is going and has reached a proper distance, he will stop going when he finds you are not looking. When everything is O. K. call him in, you will be surprised at his fleetness of foot, he had in the meantime worked back to, just around the curve. Oh! but he's an amusing cuss. Should the weather be disagreeable, wet, cold and stormy, and it does get cold here, and the train is "held up" at some siding by a meet, the brakemen all come to the caboose to thaw out and dry their clothes. They are not permitted to ride inside because if permitted, would immediately fall asleep. While they are thawing out, the conductor looks after the seals on either side of the train and keeps his eye peeled and on the lookout for thieves, that is, if he attends strictly to business, if not, he will quite likely have to account for lost freight. In pulling out of a siding, a conductor had better close the switch, because if he does not, or is not looking to see that it is closed, is it possible that the first train in opposite direction will head in on it and find the switch locked for the siding. After waiting at some siding for an hour or more and the grafters have been drying out about the warm stove in the caboose, and you have occasion to enter, about the first thing that you will do will be to open both end doors, and if you can hold your breath long enough you will open some of the windows, whew! wow! talk about a tannery, or a car load of limburger, they would smell as new mown hay as compared to the smell of that caboose at that moment.

A peculiar weakness, often manifested, is their desire to lay off in order to attend some baile, or festa, and invent all sorts of excuses. They haven't a centavo, but that makes no difference, a conductor having a fair crew does not care to grant them leave of absence every little while, as

it breaks up the crew, besides a novice may cause all sorts of trouble before the conclusion of the trip. The brakeman, as a last resort to get off, comes to you overcome with grief, informs you that his father is dead, or that his mother is dying; of course permission is granted, and he goes, and with him, sometimes, goes a monkey wrench, or a lantern, possibly the ax, he has raised the where-with and the pawn shop has the articles, charge him with the theft of these things and he makes little or no defense, if you discharge him he changes his name and goes to work on some other crew. You may get him back again after a time and he may resume his former name, if not, it does not matter. In a few weeks another important event comes on and he wants to lay off again, he brings to your notice that his father is dead, certainly, attend the funeral. In the course of time, not long, the same sad tidings reach you and it begins to dawn upon you that there is something hazy about it, you investigate, lo and behold, he has buried three fathers and two mothers, all in one year. This is extremely sad, when called upon to explain this he assumes an expression that is really child-like and bland, gracefully accepts the situation, goes out with you on the trip, the incident being closed as far as he is concerned.

Brakemen are thicker than autumn leaves in Mexico, occasionally you will pick up a real good one, make him attend strictly to business, give him to understand that drinking on duty will not be tolerated, and you have very little trouble. If the conductor drinks while on duty, and I am sorry to say that there are some who do, the brakemen feel that they have the same right and often the consequences of this is the "Tieing Up" of the train at some siding until another crew can be sent to take their place. They can get drunk quicker and remain longer so, and when so, are more dead to the world than any set of humans I ever saw. Their long suit is Pulque, yet strange as it may appear, there are some that will not touch it, by the way, this letter may be becoming weary to you and I think I can hear some one remark, why don't he say something. Therefore I will bring it to a close. I may, providing this takes, say something more on the subject of brakemen in the future. If some one were to write about me and expose some of my short-comings I would have a conniption fit, but I don't think the brakemen will be so affected, you can't phaze them.

Speaking of drunkenness and drinking while on duty, I'm going to get my "mad up" one of these days and how I will "roast" the booze fighters. Meintrás, hasta luego. "EL BUELOW."

City of Mexico.

Editor Railway Conductor:

I have just been elected to the office of Journal Correspondent without the remotest idea what my duties consist of, but I suppose I am expected to contribute something to your waste basket, so here goes.

Division 161 met today in regular session and after a very interesting meeting proceeded to the election of officers for the ensuing year.

Brother Whitney, our General Chairman for the M. K. & T. System, acting as chief, as this was the

first time I had met Brother Whitney in the Division room, he not being a member of our Division, I was very much surprised to see him conducting the proceedings from start to finish without once looking in a book.

Brother Whitney is a grand and noble man and it made me feel proud to be a member of an Order that includes such men in its membership.

We were also very fortunate in that Brother B. L. Taft, our C. C., and Brother C. B. Fessenden, our Secretary and Treasurer, consented to accept re-election. There may be other Divisions that have just as good men in those positions but I think none have better. All the other offices are filled by men whom we believe will make us feel that we made no mistake in selecting them.

Division 161 is in a flourishing condition, taking in new members right along. We have good attendance and almost everybody has something to say so we have interesting meetings. Brothers if you want to have interesting meetings that will make you feel it is good to be there take an interest in what is going on, and "buttin" and say something. It always makes me weary to see the members sitting around the wall like a lot of dummies and two or three doing all the talking. Sit up and take notice, think first, then say something and you will always have interesting meetings.

When I was unanimously elected to be Journal Correspondent, one of the Brothers remarked "God help the Journal." Now whether he was afraid I would write too much, or not the right kind of stuff, or not write at all, I do not know, so after deliberating on the subject all of one minute and five seconds, I decided to write once and let it go at that.

F. E. WILLIAMS,

Parsons, Kans.

Editor Railway Conductor:

I don't remember of ever reading a communication from New Franklin Division 230. Thinking perhaps you who read the CONDUCTOR would like to hear from us, I will make an attempt.

First I'll tell you where we are located; 189 miles up the big muddy from St. Louis, on the M. K. & T. Ry., and the latch string hangs ready for all who wish to give it a jerk. We have only a membership of 26, but what we lack in quantity we make up in quality, for we have some of the very best that goes to make not only Conductors, but men of sterling worth.

It is nearing the convening of our Grand Division and reading so many letters from different parts of the country, I beg leave to say a word that I hope will be taken in the same spirit as given. There seems to be some who criticise our Grand Officers, saying they are not aggressive enough. I believe the Grand Officers should be as brave as the men behind them. Then again, some think all they have to do is to elect the officers and they will do the rest, but that is where we make a serious mistake. The Order is just what we make it; if it is faulty, you and I are to blame. Come to the Division meetings each putting his shoulder to the wheel and help push it along and stop your growling.

I find that the greatest kickers are those who never attend their Division meetings except when

in trouble. Wake up, Brothers, to a realization that each has something to do and not steal the fruits of some other Brother's labor. One Brother writes that the salaries of our Grand Officers are too high. I am astonished at such an idea in this age of prosperity, and men clamoring all over the country for more pay. Why is it you don't want to pay your Grand Officers for doing your work? I think it would be in very bad form to cut their salaries and then ask railroad companies to pay us more money. One member kicking about the expense says in his 18 years' experience as conductor the expense of keeping up the insurance and Grand Division dues has almost doubled, but fails to say how much his wages have been increased in that time. The difference in one month's pay more than makes up the extra expense. The Order is not to blame because men grow old and that we have accidents where conductors are killed or injured. One Brother says we should retrench by cutting the pay of our delegates to the Grand Division, that in the old days when they received no pay for their services they could find plenty of men eager to take the excursion, and to meet once in three or four years would be often enough, and why should we have 525 delegates when the Grand Division is dominated by about 50 members? That the other 475 are wall flowers. Brothers, keep your wall flowers at home to decorate your chairs but send good, cool-headed, conservative men to represent you, men who are in actual service running trains. Keep your doctors, lawyers, preachers and professors at home. We are proud of such men, glad they are of us, but do not believe they should make laws for our government as their thoughts and ambitions are along other lines.

I believe the greater part of our membership is in favor of our present plan of meeting every two years. There is plenty of work to do, and as conditions are continually changing, I think the Grand Division should meet that often to keep in touch with them. Speaking of the reduction of delegates to the Grand Division I believe that taxation without representation is wrong, and that no laws should be enacted to govern the O. R. C. without the consent of the governed. B. C. COOLY.

New Franklin, Mo.

Editor Railway Conductor:

I see no letter from Division 265—suppose the boys are all worn out—in fact they are on the go all they can stand. I would like to have a word to say in regard to the Home for old R. R. men: It is a good thing for about 5% of the old conductors. I am 53 years old and would not like leaving my children and old friends and go there. Have been in train service 35 years and paid my dues and insurance into the O. R. C. for 18 years. If I was to get fired at my age where would I go to get another job? I would simply be unable to get a train on account of the age limit, but if the insurance was paid me when I get fired (or a part of it) I would not need to go to the Home for disabled conductors. This insurance paid me would help me to help myself, or if the full insurance was not paid me when old age knocks me out, then pay back what I have paid in. This would leave me in

my own house with wife and children, and I think lots of the old conductors are in the same box. At any rate let's hear from the Brothers on this question. Wish conductors would notice and read carefully letters in December CONDUCTOR, page 942, from Brother W. W. Whitehead, also page 943, from Brother S. A. Nicholas, at least give your views of things that would be for the good of the Order and if after all these years of service I was to get fired and could not pay my dues, would any of you Brothers help me to do it?

I would say when I get too old to get a job I am totally disabled and would be entitled to part of my insurance, also entitled to some favors from the Division, such as sitting in Division and a card.
Ottawa, Kas. J. E. WHISENAND.

Editor Railway Conductor:

I have just been elected correspondent for Blue Ridge Lodge 184. Will do best I can. We are situated down here amongst the widely known Allegheny, Blue Ridge and North mountains, "Elliot's Knob", close by, being the highest point in the "Old Dominion" state from the summit of which you can see many thrifty cities and villages for many miles around. The boys on the old C. & O. have no complaint to make of lack of work, but we think we should have a greater share of the increased dividends especially as we have so much local work, our Division intersecting with the B. & O. and N. & W. Ry's. We have a 97 mile division on basis of 100 mile pay, 10 hr. day and 35c. per hour overtime. We notice the R. F. & P. which intersects our east Division has an eight hour day for all trainmen, local freights included, this volunteered by their officials. The P. R. R. and other eastern roads have given 10 per cent increase and we think it time some of this comes our way. Our concessions have been few for several years, as we have been pretty well satisfied and did not care to go too fast and ask for too much and I am sorry to say instead of the company appreciating this state of affairs and helping us as they have increased and as the cost of living has increased, our labor has been increased and 5c per hour overtime is all we received last year worth mentioning. Many things needed to make our trips easier and lessen our local work were not satisfactorily adjusted. It may be out of order to put this this way, but I want to hear from some of the experienced Brothers, their opinion along this line. I do not want to take up too much space from good and experienced writers, but would love to say something regarding the Home, Old Brothers, and Relief Fund. I think the Home a good thing for some and am willing to go with the majority and do all I can for an old Brother and if the majority contend for it Brother Osborn's idea is O. K. Try one locality, if that succeeds, try another and so on until we have them convenient for all. But why not increase our Relief Fund so that each Brother permanently disabled whether young or old could have monthly help of 40 or 50 dollars—30 is too little—he remains with his friends and relatives, if he be old with no one to look after him—money will talk—let the Division have a committee appointed to employ some one and see to it that he is properly cared for. I believe the majority would vote to

increase the Relief Fund, knowing when they become disabled they would receive enough from that fund to keep them comfortably. Brother W. L. Thompson says some would feel a delicacy in calling upon the Fund, why should they Brother? when they have paid for it? How about Brother A. E. Porter? the idea of not paying a permanently disabled Brother because he has sons who can take care of him, suppose as is sometimes the case these sons do not take care of him? We carry our insurance for benefit of our loved ones, to leave them independent of others after we are gone and we want something we can depend upon to keep them and us independent before we are gone. Increase the Relief Fund and arrange it so we can receive the benefit when we need it. If a Brother becomes able to resume work, stop his pay and put him to work, but support him while he is disabled and send it to his Division to be paid him. Now about expense of remitting. Why not do as our B. R. T. members? Their treasurer collects from each member and gives receipt and sends all to a G. S. & T. at once. Say I remit every month, \$3.00, 8 months \$6.00, 4 months P. O. 5c and 8c stamps 2c amounting to 96c per year. I think we can cut expenses, some way increase our Relief Fund and have something to go upon when we cannot work.

C. H. BLAIN.

Clifton Forge, Va.

Editor Railway Conductor:

I have been trying to conceive the idea why Box Butte Division 427 is never heard from through THE CONDUCTOR.

I am sure it is not because we have no one competent for I can truthfully say that as a body of men we sure have as bright, nice looking set of conductors as can be found anywhere. I believe it is caused by each one saying to himself, I never tried to write an article, and don't believe I can, so I just won't try. Well, now I am going to try. It may not be very interesting to good writers but may be the means of starting some one else who will surprise us for I know we have got the material for it.

Box Butte Division 427 is prospering nicely; took in 5 new conductors two weeks ago and we are planning for a fine time at our conductors' ball to be given the 14th of January, and wish our Brothers and their wives from nearby Divisions would come and renew old acquaintances. We are all children that belong to our Lord and Master and I am one that don't dance but do like to see all have a good time and I can enjoy myself with the rest even though I don't dance, and so I say come and we will all have a grand good time. I have looked through THE CONDUCTOR and see no notice about one of our Brothers who has been appointed trainmaster of the Sterling Division, at Sterling, Colo. on the C. B. & Q. R. R. The Brother's name is M. O. Jader, and we feel that our Superintendent, Mr. F. B. Miller, certainly showed good judgment when he picked Brother Jader, as he is one of the best, and well liked by all, and is surely a credit to the Division.

Now in regard to having a Home for our conductors when they are unable to take care of themselves, I do believe the Lord has provided a way

and the one the Brothers mentioned in the CONDUCTOR. I believe in the way, or it might be a good way for those that had a home but were unable to provide for it, to make them a monthly allowance, leaving them at home with loved ones and besides, not being expensive. As we all know, no one ever wants to see himself placed in that position. It will only be those who have to give up because there is no other way. I shall always pray to my Master that I may be able to lay by enough to take care of me when I am unable to work. May the blessings of God rest upon all of us in my earnest plea.

A. BOX BURR.

Alliance, Nebraska.

Editor Railway Conductor:

On November the 19th, Stonewall Jackson Division 210, opened in regular form. The meeting was a very enthusiastic one, being the time for election and installation of officers.

Division 210 can feel justly proud of its officers for they are good ones. I am like the Brother from Ohio—I am coming in under the green block this time, as it is my first attempt to write for our Division. I do not live in the same town our Division is, but I attend as often as I can. I always enjoy the meetings, I only wish I had a chance to attend as I once had, and a great many of the Brothers have now. We have a good friendly set of boys in No. 210, but I am sorry to say we do not have as good attendance as we should have, consequently most of them are rusty on the lecture. We are getting in new members nearly every meeting and our Division is steadily growing.

Business, as far as I can learn, is good on the Radford division, and, in fact, all over the system. I believe we have the best schedule we have ever had before and I think as good if not better than any line in the south, and I want to say Brother Gregg, especially, deserves a great deal of credit for what he has done for the conductors on the N. & W. system. He is the right man in the right place.

Now, Brethren, we are starting in on the new year and I hope a successful one for us all and if any are called, I hope they will find the white block into the Grand Yards.

Roanoke, Va.

T. J. NORTHCROSS.

Editor Railway Conductor:

I am directed by Division 54 to write you, that while officially we have all along remained on the map, we are also in existence in various other ways. We were 248 strong in membership before we tacked on Manhattan Division 200, Ladies' Auxiliary, the consummation of which took place in the rooms of 54 on December 2nd, in the way of a joint installation. A splendid attendance witnessed the ceremonies, representative Brothers and Sisters from Boston, New Haven, Philadelphia, Albany and other places, besides a goodly number from New Jersey, complimenting us with their presence. It certainly was a delightful occasion, in which natural friendships were cemented along the best, and hope, enduring fraternal lines. Pleasing incident were the presentation of beautiful flowers to two Sisters of the Auxiliary with accompanying happy

addresses. Also the giving of a badge to Past Chief Conductor Cameron, Brother Halliday of Youngstown, Ohio, officiating in a felicitous talk. The day ended with a banquet and charming musical attractions, which completed the good cheer of a most pleasant and memorable affair.

Division 54 for the year 1907, in the way of officers, will be well balanced in all particulars. Those selected are regular attendants and have already performed good service, and our proud prestige for good work will surely be sustained under their direction.

At the election, November 18th, we had the largest attendance in the history of 54's membership, besides a number of visitors. Some interesting and spirited discussions took place, one of which was the threshing out of the subject of the recent appointment of a R. R. Commissioner, Brother Lundrigan of Buffalo Division 2, took part in this, pleasantly acquiescing in the appointment, and practically withdrawing from further competition for a seat on the Board of R. R. Commissioners. He made a good fight, and is wise enough to see, like the rest of us, that the ambitions of others must be considered in future appointments.

The recognition of our Order in the way of satisfactory benefits on the different lines of roads in our jurisdiction is of a healthy character generally, with now and then the mending of a fence here and there. Concessions are constantly being made to us, under good, conservative pressure, and in this regard we will try and keep pace with the declaration of increased dividends.

We are to have a ball on the evening of January 9th. Now this is a common announcement this time of the year, but it must be remembered that few Divisions have a Packard for chairman of their ball committee, which insures the best energy and ability for real and enjoyable results. If you verdant, unsophisticated and slow westerners in Cedar Rapids, Texas, and elsewhere the other side of the Mississippi will only attend this ball, Brother Packard will teach you the quickest step you have yet taken. I personally will guarantee each and all the best of partners.

C. A. BURR.

New York City.

Editor Railway Conductor:

Atlantic Division 120 is still in the ring. We have a magnificent new hall which is trimmed in the beautiful colors of the Order. Since my last pen to THE CONDUCTOR there has been many a change. There have been four new passenger runs put on; there have been fourteen conductors promoted to passenger runs. Three conductors have been re-instated. We have lost several conductors; six by discharge, eight resigned, four by death.

Brothers Drake and Furman have an honor of which no conductor can get without very hard study; they are known as the truthful boys of the Chicago & Erie, and when those two "Old Boots" tell you anything you can just make up your mind that it is so or it is not.

The Erie did a nice passenger business in the month of August, 1906. They handled 70984 passengers; all were handled in safety. The conductors are all very conservative. They are very

careful not to call on any conductor that is sick, so I was not troubled with the boys.

Mr. Editor, will you please allow me to say a word about the type in the Fraternal columns? I think the type is too small, I will ask that it be the same as in the editorial columns.

Brothers, our misfortunes are another's gain, but our misfortunes which we encounter are only temporary embarrassments and they must give way to the great tidal wave of good which sweeps through the universe. All the evils will kill themselves eventually because they contain no principle of life. It is but human to wish to retaliate upon those who wrong us, but retaliation is a boomerang which comes back and strikes down the one who hurls it.

G. B. M. SEWELL.

Huntington, Ind.

Editor Railway Conductor:

This being my initial letter for publication since my appointment as "scribe" for Division 311, I want to say a few things direct to 311's members: Brothers, give me your assistance, don't criticise my writings without knowing their meanings, or consulting me. I am at all times ready to explain, and "back up" as it were, anything I see fit to place in these columns.

At the last regular meeting of New Year Division officers were elected for the ensuing year. I think we selected the "Cream-of-wheat", and that our Division will take a new course under their guiding care, and sail over the ocean of 1907 and place in the hands of their successors for 1908 a banner saying, Fidelity, Justice and Charity in Perpetual Friendship, has crowned our every effort.

To the outgoing officers of 1906: you deserve credit for the successful year we just now passed. We selected as delegate to the 31st Session of the Grand Division, Brother J. O. Lewis, better known as "Bull." He is in my estimation in the proper place as he is intelligent, conservative and handsome, and from experience as a member of that Grand body,—it takes the qualities mentioned to hold your own there.

I am indeed glad to note Brother A. W. Palin's appointment as Acting Master of Trains, on what is known as the old B. & W. His territory embraces the line of the A. C. L. from Albany to Brunswick including the terminals at these points. Brothers, give Brother Palin your aid and make life's walk easy for all concerned.

Business on the A. C. L. is badly congested at present, the lack of facilities, and being short of power, are the main causes.

Am sorry to note the sickness of our District Superintendent, Mr. R. A. McCranie, and we learn that it will be fully a month, at best, before he will be at his post. He is being relieved temporarily by Inspector of Transportation, Mr. J. A. Fountain, of Wilmington, N. C. We think, after only a short interview with Mr. Fountain, that we can commend him to our employes, as he comes to us highly recommended for his integrity and business qualities. I bespeak for him your loyal support at all times.

Several of our Brothers have "lost out," and one badly injured. Brothers, be on the qui vive at all times, never once forgetting that one single

mistake, may maim you for life. Keep a careful eye for your deserving Brother on and off the rail.

Brother O. M. Eaton was promoted to Master of Trains on the Lakeland District of the third division of the A. C. L. with headquarters at Lakeland, Fla., last month. "Oscar" is well known and the Brothers are showing him their appreciation by their loyalty, and one can already notice a better train service on that District.

Waycross, Ga.

Few.

Editor Railway Conductor:

Well, another year is about closed and Division 112 has had its election of officers for 1907. I have got my old job back and now shall try and do something to earn my money—that is with the help of the editor of THE CONDUCTOR.

I think I shall have to tell a few back items. During the past year I have not made overtime on my job. Division 112 has just woke up and remembered that they had a Billy goat in their lodge room that had not had any work for some time and at the last two meetings we have given him a little work to do and the young members that came in are now anxious to give him some more work to do. Four is not bad in two weeks and now that goat in Dewey Division of the L. A. will be sticking out his nose to see if there is anything that he can devour.

I hope he will not be disappointed. Division 112 gains one way but loses in another way in that they have some Brothers that have been sick and had to move away. Whenever I think of a sick Brother I have to think of the Home at Highland Park and the great amount of good it is and has done for the good of the five great R. R. orders that support it. Now that I am on the Home wagon I shall have to say my little say about what I think as to my belief of what is best. Keep the Home at Highland Park as a hospital and then those Brothers that do not want to go there and leave their homes and families could draw a pension. That way they would not have to split up and leave home. For a great many of the Brothers have homes of their own and children grown up around them. Take myself for an example; say I am too old to work, or in some way disabled to work but not able to draw my insurance; I would not like it if I was sent to the Home and my wife or children could not go with me, and, of course that would be out of the question, for the cost would be too great that way. I am not in favor of the farm, for where is the old railroad man that would go out on a farm away from the noise and dirt of a railroad? I for one think that some of the engineers and firemen, brakemen would bother the cook for some pot black to rub on their faces just to wash up and think that they had come in off a hard run—maybe like the brakeman that was plowing and saw a stump ahead, although he had the lines farmer fashion around his shoulders he began to give the most violent signals to stop, but of course the team of mules had not passed on the book of rules and after the brakeman had picked himself up out of the dirt and stopped his nose from bleeding, shook his fist at his team and said, "you darn fools, why do you not look back for a signal once in a while." Now a Home like that would not

do me, for there would be no contentment for me. The farm question would not suit for I am afraid that in a large family like that this would make there would not be smooth sailing at all times. I am for the pension fund and say double the Relief Fund assessment for when would we miss the extra \$1.00 that would be sent there for that purpose; of course there would be some that would growl but that would only be railroading. I only hope that at Memphis next May the Grand Division will haul out of the mire and do something for the old members and not leave out the family. It may be that the L. A. may wake up and think of a plan that will meet with the approval of the Grand Division, for if the Sisters wake up there will be something doing in that line. I know that there are a few of the Sisters here in Dewey Division 121 who are awake, altho' I am afraid that their CONDUCTOR correspondent is asleep and needs to be called for her breakfast. I am on the grub wagon and when are we going to have something to eat? I have not had a square meal since the last. I cannot forget to say that I was pleased to see that the Sisters of Terre Haute, Ind., had organized a Division, altho' I do not know them I know that they would feed me—hello, Charley!

Centralia, Ill.

C. T. HARRIS.

Editor Railway Conductor:

W. S. Hughes, Division 387, has not been heard from for a good long time and I am reliably informed that unless I attend to business better in the future, I will lose my "office."

Regular meeting was held last Sunday and officers elected for the ensuing year.

Brother Mullinix just returned from Cincinnati, where the General Grievance Committee has been in session. Two passenger runs have just been taken off and the boys are all busy looking up their age in the service seeing who they can "bump."

Business on the "Big Four" is very good and everybody is making good time.

Will see how this takes and try to do better next time.

BERT THOMAS.

Wabash, Ind.

Editor Railway Conductor:

Think it is about time that Division 388 of Argentine, Kansas, should get in this big talk of what we should do and what we should not do. I am not so conservant as many of our Brothers who contribute to the CONDUCTOR in reference to our M. B. Department, but this one thing or question surely will be brought up at Memphis and I sincerely hope that it will be one of the issues. There are so many ways we can remedy certain clauses in our M. B. Department that were I to try and tell some of the things that comes into my head I'm afraid we would have to put an addition to our CONDUCTOR. But I am safe in saying as long as we have such good Brothers as Brother Elliott, Brother Bashear, Brother Watkins and last but not least I'm sure, Happy Hooligan ought to make some very good and important changes whereby all would be benefited more or less, in that one branch of our Organization. As to a farm I say banish the

idea. An old saying, it takes a farmer to run a farm and it takes a conductor to run a train, change them for instance and what would be the result? I could see our finish about harvest time. I think one question should come up before our Memphis Convention and that one is, who is eligible to become a member of the O. R. C.? Here in this neck of the woods we have some very good material who are barred by Section 17—that is where men employed in yard service and have run a train the required time. It is the policy of the R. R. Organizations to get as many members as possible and yet the conductors are not using very much effort in doing so. This one matter would be one to look up and see the benefit of a change. Division 388 still continues to hold forth at the same old stand and yet we have a meeting day come around and don't get a quorum, but that isn't the boys' fault, they just forgot that last Sunday was meeting day.

F. M. TIPTON.

Argentine, Kans.

Editor Railway Conductor:

Having been elected correspondent for THE CONDUCTOR for 1907, by Division 3, I take pleasure in offering this installment for the January issue.

The joint installation of officers for 1907, for Division 3, O. R. C., and L. A. of O. R. C., 11, was held at our Division hall, Park and Jefferson avenues, Sunday afternoon, December 9th.

Brother Ferbeck was installing officer for the conductors, and Sister Stone filled that important office for the ladies.

It does not become me to speak in commendatory terms of the way in which Brother Ferbeck conducted the installation of ceremonies, but I will not be so modest however in speaking of the ladies. Their work was done entirely without a ritual, and was by far the best ever witnessed in our Division.

The selection of officers for the ensuing year, seems to be satisfactory to every one, and knowing their sterling qualities as I do, leads me to predict a very bright future for both organizations.

After the installation ceremonies we were entertained by several songs by the young ladies, and some short talks by the Brothers and Sisters, after which we repaired to the dining room where we were further entertained by a turkey supper prepared by the ladies of No. 11.

Over a hundred were present but even this crowd was not able to consume the many good things provided.

A greater number were expected, but owing to sickness and other causes, quite a number were disappointed.

Plans are in course of formation for a river trip to Memphis, Tenn., for the accommodation of the Brothers and their families, wishing to attend our convention to be held there this coming spring.

I trust that all interested members will give this proposition their hearty support, and when the boat leaves St. Louis next May, some member of every family living here will be aboard. A good crowd is very much desired. [Give us the details of the plan soon as you can, Brother H., for that certainly ought to be a beautiful trip.—Ed.]

St. Louis, Mo.

A. L. HEADLEY.

Editor Railway Conductor:

Donations have been received at the Home for the month of January.

O. R. C. DIVISIONS.

28.....	\$10.00	161.....	15.00
48.....	25.00	303.....	12.00
102.....	11.25	346.....	1.50
110.....	12.00	373.....	12.00
117.....	12.00		

Total.....\$110.75

L. A. C. DIVISIONS.

39.....	\$ 6.00	189.....	2.00
122.....	5.00		

Total.....\$13.00

SUMMARY.

Grand Lodge B. L. F. & E. by W. S. Carter, G. S. & T.....	\$5000.00
Interest on deposit in banks.....	410.00
Grand Lodge Ladies Society, to B. L. F. & E. by Mary DuBois, G. S. & T.....	100.00
O. R. C. Divisions.....	110.75
B. R. T. Lodges.....	281.40
B. L. E. Divisions.....	136.25
B. L. F. & E. Lodges.....	135.50
G. I. A. Divisions.....	51.65
L. A. C. Divisions.....	13.00
L. A. T. Lodge.....	2.06
James Costello, No. 270, O. R. C.....	1.00
No. 4309 Vincennes, Ave.....	5.00
Station No. 14, by Frank Hull, Meridian, Miss.....	8.05
Joint Ball given by No. 117, O. R. C., and No. 101, L. A. C.....	30.00
Mr. E. H. DeGroot, Brazil, Ind.....	5.00
Gideon Hawley, No. 3, B. L. F.....	2.00
Donated by a joint meeting of the four Orders, Logansport, Ind.....	6.13
E. B. Hanna, No. 121, B. L. E.....	5.00
Members of No. 47, B. L. F. & E. through the efforts of Brothers D. Mulvihill and J. McDonald.....	17.00
Members of No. 409, O. R. C.....	4.50
Alfred S. Lunt, No. 456, B. R. T.....	1.00
Total.....	\$6325.29

MISCELLANEOUS.

One Quilt from No 227, L. A. C.	
One Quilt from No. 339, L. A. T.	
One Quilt from Brotherhood Children, of Traverse City, Michigan.	
Two Quilts from Brother A. S. Herbert and wife, No. 373, B. L. E.	

Respectfully submitted,

Highland Park, Ill. JOHN O'KEEFE.

Editor Railway Conductor:

It has been some time since anything was seen in THE CONDUCTOR from Division 100, and as our correspondent has been sick in bed for some time I thought I would try and let you know that Hollingsworth Division is alive. On Sunday, December 16, we had our installation of officers, also Capital City Division No. 3, L. A. to O. R. C. installed its officers at same place after we got through. Our hall is of a good size, but it was not large enough to hold the crowd that was there, so some had to stand outside and look in. We had for our installing officer, Brother Brown, of Pittsburg, and you all know what kind of a Brother he is, so I need not tell you that the work was done well.

Capital City Division No. 3, L. A. to O. R. C. was well taken care of by Sister Souls and Sisters Weld and Higgins, for they certainly have their work down fine, and with the officers they have for this year they will, I am sure, have a prosperous new year.

After the officers were installed Mrs. Higgins presented our Chief Conductor, Brother Hunt,

with three beautiful flags and a gavel, from the Sisters of Capital City Division No. 3, and she did it in a creditable manner and Brother Hunt was equal to the occasion for he received them and responded to her remarks gracefully. After he got through Brothers Milburn, McGuire and Campbell came in for their work; they had arranged and gave the ladies something to eat and drink, so they came to the door and called out, "white block," and opened the switch and gave the signal to get down stairs.

I will say for the Brothers of Division 100 who were in town and did not come up, you missed a good time. There were only one or two of you in town that did not show up, so I want to say to you get aboard, and every first and third Sunday at 2 p. m., go up to 3rd and Main Sts., and spend the afternoon with the boys and I am sure you will have a pleasant time. At any time any visitor is around our little city on meetings day, don't forget to drop in. Our officers never overlook a visitor and he is made to feel at home, and you will always find a good crowd of conductors there, for we have as good a Division as there is in the Order. We have a membership of nearly 500 and we are going to try and reach the 500 mark this coming year. We have not got many more on the Hocking Valley System that we can get for a while as they are all in, except about 4, and they are thinking about it; but I'll get them yet and then you will not be able to run up against a caboose or coach on the H. V. Ry. that does not look right. We have 30 crews on Toledo division and 29 are O. K. Well, let her go.

Our doors are always open for all that are good and true and when this one decides to come with us he will find we are all right, for we all know he is a good man and we cannot think why he is not in line, as his father and two brothers are members of Division 100 and we want him in, and I believe he will come and make the whole family O. R. C. Mother as well—she belongs to Capital City, No. 3.

Brothers, don't forget that Division 100 meets first and third Sundays in every month, with always a good crowd, and train leaves on time at 2. p. m., and Brother Hunt is the conductor.

Columbus, Ohio.

JOE BROWN.

Editor Railway Conductor:

I have read with deep interest Brother Beshear's letter relative to changing our Mutual Benefit law so that it would assist those unfortunate Brothers who are stricken down by disease or accident. Also have followed Brother W. L. Thompson's note and recommendations upon this subject, and I am fully satisfied that their suggestions are correct. It now seems a most opportune time that united action should be taken to bring about the desired legislation.

Now that our annual elections have been held and delegates to our next Grand Division selected, it is up to the members of the five hundred Divisions of our Order to instruct their delegates as to some of the needed revisions in our Constitution. I know of no change so great, none so far-reaching in its beneficial results as it would to enact and give us a law in our Mutual Benefit Department that we can say to our Brother who has been stricken down

by sickness or accident so as to totally disable him, You have honored our Order with your presence, been a true and faithful member in all those years that have come and gone, and we deeply deplore and sympathize with you in the great misfortune that has overtaken you, however, we have not been unmindful of those conditions that are liable to come upon us at any moment, therefore we have thrown around you the proper protection. The conditions under which you are placed entitles you to the full amount of your insurance and with our best wishes and kindest hopes that you may now enjoy the benefits of your contributions.

To meet this urgent demand I have drawn up such resolutions as would seem to me to fully apply to such cases and sincerely hope you will give them space in the next issue of THE CONDUCTOR.

Now hoping that each Division will take it up in their meetings and vote the resolution and also instruct their delegate to urge its adoption at the meeting of our next Grand Division.

To the Officers and Members of the Grand Division of the Order of Railway Conductors in convention assembled at Memphis, Tenn., Tuesday, May, 14, 1907:

The following amendment is proposed by H. M. Harmon, to article 16 of the law governing the Mutual Benefit Department, beginning at the seventh line after the word hearing, by adding the following: "Or is disabled either on account of sickness or accident that deprives the member of his position as a conductor," so as to read as follows: "If any member of this department becomes disabled by the loss of a hand by amputation or severance at or above the wrist joint; by the loss of a foot by amputation or severance at or above the ankle joint; by the total loss of the eyesight, by the total loss of hearing, or is disabled either on account of sickness or accident that deprives the member of his position as a conductor, and shall furnish, within the time limit fixed in article 15, a certificate on a blank provided for that purpose, signed by a competent physician and five members of the department, giving the date and nature of the disability, the secretary shall proceed as provided as in article 15."

Worcester, Mass.

H. M. HARMON.

Editor Railway Conductor:

As my letter of last month did not reach the waste basket, I will endeavor to let the Brothers know what Mt. Tacoma Division 249, is doing.

The election of Officers took place Sunday, Nov. 25th, with good results.

There was a large attendance and a spirited interest taken in the election of officers, and there is no reason why Division 249 should not be successful next year with the present set of officers. There was considerable business of importance done, at the meeting and a resolution presented to meet every Sunday instead of 2nd and 4th Sunday, and a vote will be taken to decide the question next meeting.

Ladies Auxiliary to the O. R. C., No. 35, sent a committee to propose a grand ball in the near future and a committee was appointed to talk it over with the ladies.

Business on the Northern Pacific Railway is

very good at present on account of the recent floods, washing out the roadbed and bridges in this vicinity and tying up the road for about ten days.

I note a very interesting letter from "Roxbury," of Boston, Mass., in November number of THE CONDUCTOR in regard to the Relief Fund which strikes me as being the proper move in the direction of looking after our unfortunate Brothers. I believe in making a fund that will do us some good while we live for that is the time we can appreciate our Order and what it does for us. We are growing older every day and we should provide something for the ones who have built up an Order so that none should be ashamed of being a member, as it holds the highest prestige with all who know it well. To "Roxbury's" idea of only allowing a limited number of delegates to each state or district I hardly say I can concur, as it does not give small Divisions or states the proper representation in the Grand Division, which they should have. While I agree that in a larger body of men it takes longer to come to conclusions on subjects of interest to our members, but it can't be said, as it is in some Divisions, that a few run the affairs of the Order, which it would be if his proposition should be carried out in the Grand Division. The better way out of this affair would be to meet tri-ennially and in the meantime, if to keep up with the evolution of time it would be necessary to call a special Grand Division meeting for any changes that would be necessary to make, let it be done. In speaking of a few making speeches to make changes in our laws, every member should be given a chance to express his opinion and his views on the subject which I understand he has the right to do, and he has no kick, if he has nothing to say.

I agree with Brother F. D. Elliott in some of the changes of articles in Section 53, in regard to Division cards, also in Section 79, in regard to attending Division meetings. If a member has a grievance, he finds time to get to Division meetings, and why should he not find time, when he is in the city at other times? He will probably stand on the street corners and tell what the Division has done that did not meet with his approval, but he will not remedy it by staying away and should be censured in some way, by his Division as the Grand Division has given them the authority.

Tacoma, Wash.

GEO. H. HERBERT.

Editor Railway Conductor:

Brother Editor, if it is not too late and you have the space I would like to say a few words regarding the "Salaried Chairman." No doubt many of us have from time to time seen "skits" in the American papers regarding the great trusts and the small consumer or tax-payer. Now, I think our Grievance Committee and Salaried Chairman have them knocked into a cocked hat. Our chairman now gets \$2500.00 a year and is just now passing the hat to make it \$3000.00 a year; \$250.00 a month just to put salt in our tea and make us believe we have a grievance and then after our feathers are all ruffled up, a Grand Division Officer has to come along and pour oil on the troubled waters. If my vision is anyway near right I can see Standard Oil

and several other large trusts take the siding and let the Chairman's trust go through without even whistling their signal. On our line, the Canadian Pacific lines east of Fort William, the conductor will average \$110.00 a month and the committee said it was enough, eight months later along comes the "Walking delegate" and says he must have over twice that amount. Now ain't that awful? The Steel Trust said 80 cents a day was enough for any working man, but said also they (the Steel Trust) wanted \$1,000,000 per year to live on; something of the same line, eh? We are continually hounding the Grand Division about what it costs for our insurance. We want more insurance for a smaller cost, yet our home dues are as great if not greater than our Grand Dues. Our last salaried Chairman, after a few years, retired to private life. The only thing you hear a conductor retiring to is the Orphan's Home or the Poor House. The Trust and the Consumer, eh? Now this man evidently does not want to wait, he wants to retire early. I saw a few lines in the August CONDUCTOR which might not be out of place right here.

I shall pass through this world but once,
Any good thing which in passing I can do,
Or any kindness I can show to any human being
Let me do it now. Let me not defer it, nor neglect it.

For I shall not pass this way again.

Now if we were positive he (or they) would only pass (the hat) this way but once and we had positive proof the other fellow was not chained to him (or them) and the chain not an endless one, we might say "Lead thou on." Judges that judge our fate in this world's joys and sorrows, backed by our lenient government only get \$3000.00 a year and to think of a man asking \$3000.00 a year to put salt in our tea to hold his job is saying get down, John D., or any of your small fry, I now take the chair. I can see no good in this position other than to the man that has got it, for he has a snap, and I can't see why it was created.

Farnham, Que.

N. BEATON.

Editor Railway Conductor:

How unfortunate that dissensions will arise among Division members, relative to a certain run or runs, which the senior Brothers think themselves entitled to, and the junior Brothers come forward with their objection, saying, "We are only a few years behind, Mr. Senior, and we desire a share of the plums," and the senior Brothers unmindful of their obligations, send a petition to the superintendent asking that they be assigned to the preferred runs, at the same time ignoring the junior Brothers. The Superintendent, a magnanimous man, readily grants the seniors' petition without referring to the agreement. Thereupon the juniors appear in Division room demanding the petition be rescinded, the juniors are victorious in re-establishing the runs. The sequel brings the seniors forward demanding their names be stricken from the roster. Fie for shame, Brothers, do not let your anger overcome your reason. Does not retrospection bring to your mind, that good old ship 301, whose crew are cemented together by the bonds of "Moral Courage,"

and where mutiny is unknown, and where on the waves of adversity, our flag of success has floated at the mast-head, into the placid harbor of "Perpetual Friendship," where you have enjoyed the fruits of each voyage and sang praises to the old ship. Kindly we admonish you, Brothers—

Do not desert this valiant crew

Who, many a battle have won for you.

There was quite a commotion at the home of Brother George Childers recently, when the family were aroused by a supposed burglar trying to gain an entrance, but, which happily proved to be the arrival of a junior conductor.

Brother Robt. Nichols has returned to service after several months wrestling with the grip.

Meed. W. Stillwell, formerly Division Superintendent of the Missouri Pacific, is now living at Seymour, Superintendent of Seymour Water Co.

Brother George Dixon, who has been sick for several months is slowly recuperating.

It is a pleasure to note the re-instatement of Brothers Harry Smith and L. Morris. Their many year's record of honorable service was the incentive.

George D. Carter, an old Seymour lad, is running train out of the city of Mexico. Thanks, Daddy, for letter and post cards.

Yardmaster C. E. Miles, laid up with rheumatism since July 4th, is slowly convalescing.

Harry Flomerfelt, of the St. Louis accommodation, is sick with bronchitis.

J. C. Haggerty, our superintendent, is a conservative, well balanced official—our interests are his. He has never been known to turn a Brother down on a personal favor.

The Cincinnati Post is pushing with much vigor, facts and illustrations concerning the long hours and meagre salaries with which the employes have to contend. Perry Carr, the veteran agent at Delhi, is pictured as a four-year-old.

Seymour, Ind.

GAZABE.

Editor Railway Conductor:

Central Division 43 elected their officers at the first meeting in December. This meeting will be long remembered with pride. All the officers were selected from a membership of over one hundred. On Monday evening, December 10, we held a joint installation with our Sister lodge, Arbutus Division 95, L. A. to O. R. C. at the B. of R. T. hall. P. S. Aylward and Mrs. Louis Westley being the installing officers. After the installation, Trainmaster C. F. Ray, being chairman, addressed the meeting, taking as his subject the motto of our Order, "Perpetual Friendship," and ably did he portray what men banded together under this motto should be to one another; "friends all the time," not only today or tomorrow. I feel it a duty as well as a pleasure to give testimony of the appreciation shown our chairman by all present on this occasion.

Clarke's orchestra started the Grand March, which called our attention to the dining hall where a sumptuous banquet was spread by the Ladies' Auxiliary and to which we did ample justice. It was our first joint installation but from remarks heard on all sides in praise of our ladies as entertainers, I feel safe to say it will not be our last.

After supper the chairman announced that dancing would be enjoyed by the "boys" and "girls"

born in the sixties. And it certainly was enjoyed until the small hours of the morning. The Brothers, about fifty, who attended, say it was one of the gayest and happiest evenings they ever spent since being members of the Order. I should think that a few of our Brothers who hold their meetings in caboosees and switch shanties and are always kicking about the workings of the Order would make an effort to attend the meetings in the hall at least once or twice a year and have a word to say at the election of officers. Those Brothers who were in off the road and did not attend the installation and banquet, I should think would feel in their hearts like jumping from the deck of a moving train.

A short time ago, while I was running number nine from Syracuse to Buffalo, there was a conductor deadheading on my train. I asked him why he did not join the O. R. C. and his answer was, "I never did believe in leaving too much to a family, let them scratch as I do, if I should insure and die, my wife would go and marry some other man." I replied she ought to have married one in the first place. I do not consider a man of that type morally fit to become a member of our Order. We have now about sixty-five conductors who have been promoted within the last year and I hope we will find none of the aforesaid stamp among them for we hope to increase our membership by the first of the year, to at least 150. A great many are asking for application blanks, and we have several to be initiated at next meeting. Don't be afraid to join, boys, the goat has broken his left horn.

F. M. SHEPP.

East Syracuse, N. Y.

Editor Railway Conductor:

When this letter appears in THE CONDUCTOR the year 1906 will have passed into history.

1907 will be with us. What are our plans for the new year? This question is for the Brothers, one and all. Of course we are all anxious, if not determined to improve our condition, using the mistakes of the past as incentives to do better in the future.

Looking about us we are forcibly reminded that changes have taken place during the year just gone. Old faces are missing, vacant chairs are to be seen in different parts of the Division room, new faces are to be seen, vacant chairs occupied by others.

A last run by those vacating the chairs has been made and the Brothers are in the presence of the Grand Chief Conductor of the Universe for their reward. God grant that not one of them shall receive the awful "depart from me, I never knew you."

A very sad thought to me. Only those who believe in the existence of a Great Creator and accept His son as their savior and by His grace do His will, can hope to escape His wrath, and receive the plaudit "well done, thou good and faithful servant, enter thou into the joys of thy Lord."

How is it with you, Brother?

In this time of great moral and religious awakening let's add fuel to the flames that are sweeping the people into a purer and better life.

At best our stay here is very short, beyond this life *eternity* is. A Heaven or a Hell for eternity.

Which? "Some people have belief, others have no belief."

Thanks to the Great God in our existence this does not apply to a true and loyal member of the Order of Railway Conductors. Few are the days that pass without a report of some Brother without warning, being called into the presence of the Grand Chief Conductor of the Universe.

Examine the death roll of each issue of THE CONDUCTOR. Is it not enough to encourage us to give the matter a passing thought at least? Brother, some day your name will be on the roll. The writer's name will be there also. This fact is no consolation to you, and will not be considered by the Judge of the quick and the dead. He may put this question to you, "Did you not read in THE RAILWAY CONDUCTOR letters at different times, warning you of dangers ahead?" Brothers, be ready when the summons comes, if you are not ready.

Do you ask me "how are you to get ready?"

Read God's word and study it carefully. St. John's Gospel, 5th Chapter will give you food for thought.

If some of our members would read and study with half the interest God's word that they do books whose teachings are leading them to an awful Hell, they would write quite differently from what they do.

I want to see the Order of Railway Conductors occupy the highest place among *moral* institutions and organizations. How can we do this? By carrying out the teachings of the Order. Know that men who apply for membership are men of "good moral character" when we vote for them. Do you ask who will be the judge? The man himself. Put a few pointed questions to him; Do you profane God's name? Do you gamble? Do you drink whisky? I might add a number of other questions, but if he answers these negatively, would be inclined to the opinion that he would be able to say as did the young man who told our blessed Savior that "he had kept all these sayings from his youth up." Matthew 19:20.

Only a few months until the Grand Division will convene. We must confess that the Order has made wonderful improvements along all lines. Our Grand Officers deserve great credit for their noble work. I have not associated with them enough to be able to say whether or not they measure up to the full stature of men of "good moral character." I hope they do; but if not, I am free to say that their love for the Order, their appreciation for the high honor conferred upon them by the Order, should prompt them to practice what they teach. They can do it and they should do it. Will they not do it?

Denton, Texas.

ED. B. WILLIS.

Editor Railway Conductor:

Having been elected correspondent to the CONDUCTOR for this year, I will now make my first attempt, and as it is my first experience in this line, I expect the Brothers of Division 137 upon reading this, will hope that it will be my last.

Our Division is in fine shape, but we have the same complaint to make, that so many other Divisions have; small attendance. Some being so

situated that they cannot attend without laying off and losing time. This we do not expect, but Brothers, you, who can, deny yourselves of some of the pleasures you have elsewhere and come to Division meeting and help us out—not stay away and then say, if I had been there I would have voted the other way. Come, join hands and let us all pull together.

Oswatimie, Kan.

T. A. LING.

Editor Railway Conductor:

On the 22nd of last November,
All those present can remember,
Time being about middle of fall,
Steuben Division 225 met in O. R. C. Hall,
City of Hornell and New York State,
For annual election I now relate,
First the office of Chief Conductor with its outs
and ins,

By acclamation given Brother B. F. Collins.
Office of Assistant Chief Conductor, next on
the slate,

Was agreeably voted Brother Edward Haight;
Office of Secretary and Treasurer, most im-
portant of all,

With Cipher Cor. went to Brother F. P. Hall;
Office of Senior Conductor, next in command,
Was very shortly given Brother G. G. Farrand;
Office Junior Conductor and CONDUCTOR Cor-
respondent

Being next on the roll, was given yours truly,
W. A. Cole.

The office of I. S. to which there is no pay,

Was accepted by Brother D. A. Shay.

Office of O. S., before we do part,

Was then voted Brother J. W. Stewart.

Now the several committees,

Were lined up on parade,

As they held good hands,

Most of them stayed.

Steuben Division numbers at least one hundred
fifteen,

New ones keep coming in.

As yet no one has seen

The first line from its correspondent,

In the Railway Magazine.

Hornell, N. Y.

W. A. COLE.

Editor Railway Conductor:

Division 304 begins the new year in a flattering condition, both financially and membership. We have more than 100 members, which is the largest membership of any Division in this state. Our worthy Chief Conductor, A. A. Harrison is serving his 14th year as Chief Conductor, and under his wise and able management we have kept abreast with the forward march that the O. R. C. has made in this and other sections.

We had the pleasure of a visit from Brother Curtis, Grand Senior Conductor, not long ago, and he made quite a favorable impression on the membership in this section, and our opinion is a better man could not have been selected for this position. We have instructed our delegate to support him for election at Memphis. Brothers of the north, east and west, we ask you to support him, as our

representative in the Grand Division; he is the right kind.

The south is in need of support from the Grand Division; send us a good Grand Officer to point the right way. We have the moral courage to *keep therein*.

At this writing committees representing the O. R. C., B. R. T., B. L. E., and B. of L. F. are all in Chicago to meet the management of the Illinois Central, with a view to securing an increase in wages, and reduction of working hours. We feel that we are justified in asking this both as the cost of living has increased about 40 per cent. in the past 5 years and we are hauling double the amount of cars per train. We do not offer to dictate or complain about the tonage that is being handled but we should have the right to say what compensation we are to receive and the hours that we are to put in for a day's work. In my mind the reduction of hours is the most important matter for railroad men to consider at present.

It is said that 225,000 railroad employes are interested in the meeting of the Western Association which is formed by the different organizations on 47 railroads. It's a pity we could not form a federated board of all these men; just think of the strength it would give us; we could easily settle our differences without even threatening to strike on any of the 47 railroads which are under the head of the Western Association.

I am not of the same opinion as Eugene V. Debbs, who advocates one great Union of railroad employes, but at the same time I believe federation would have the same effect as Debbs's plan and would be the means of settling wage matters without resorting to a strike. I hope I will see the day when I can grasp the man at the throttle and the fire boy by the right hand and say, "Old Boys, our interests are the same, we will stand together for what is right."

Brothers, what have you done in the way of charity for the new year? Have you helped some needy Brother or his family? Division 304 voted Brother Beadly, of this Division, a life-time membership, as a New Year's gift. This old veteran of the O. R. C. is past three score years of age, and has been a member of the Order since its infancy. It is to these old Brothers whom we owe our greatness, and we youngsters should show our appreciation for what they have done for us by lending them a helping hand in their old age. It will only cost each member about three cents per month to pay his dues and the chances are that he would have to drop his membership. There are so many things that we can do for our unfortunate Brothers that would only cost us a trifle and yet make our Brother or his family comfortable and happy.

Business on the Illinois Central is very good at present, in fact we are able to make a living 12 months out of the year. We handle grain in winter and fruit and vegetables in summer. We are expecting great things when Teddy completes his ditch, as this line will be the most direct route for movement of freight from the great grain states which furnish the world the greatest part of its food supplies.

The Illinois central has made wonderful strides in the past 15 years, it is now one of the greatest

systems of railroads in the states while a few years ago, it was hardly mentioned by the railroad world.

A great deal of credit should be given to Mr. Fish, who served as its president for so many years.

Several of our train dispatchers have left us and gone back to northern lines, lately. Brother F. E. Thompson is one of them that I refer to. If you meet up with him on the C. & N. W., where I understand he has gone, just tie onto him; he is the best we ever had, and he left more friends on the Louisiana division of the I. C. among the conductors and other trainmen than any one man who has worked here. We loved him and you will do the same when you know him.

Canton, Miss.

E. S. SHARP.

Editor Railway Conductor:

"The old year and the new year meet;
And one goes back to God again."

Good morning, New Year, one and all. The writer was at Pine Bluff in November and December last and went to O. R. C. hall three Sundays in succession before we could get a "comm." Then we finally got 5 members together (4 of whom were not in railroad service). The members have excuses, some have axes to grind, some justly so, according to answers given.

Shakespeare says, "Tell half you know and keep the other half to yourself." "'Tis true, 'tis pity; pity 'tis, 'tis true."

We had an enthusiastic meeting — such is life. Talk about a square deal. The writer has frequently been disappointed at times in not getting a "square deal" but fate will eventually work in our favor.

The mills of the gods grind slow, but grind exceeding fine, and in the words of Lord Byron,

"At last time makes all things even if we do but watch the hour.

There never yet was human power that could evade if unforgiven,

The patient search and vigil long, of him who rightfully treasures up a wrong."

Thank heaven for that. A life study and observation coupled with our occult powers including what the greatest writers say, "Retribution will surely follow any one who wrongs his fellow man but they (the wrong-doers) never stop to think it was retribution.

Let them come down the line, Time and Fate will take care of them.

Many disappointments, coupled with losses, including adversities have come to our lot the past year—as we write this on the first dawn of a beautiful new year—we send forth good hopes and cheer of new thought evolution.

Many wrecks happen all over the country, killing hundreds and thousands. Why? A stop should be put to such wanton destruction of life and limb, and property.

I have been elected correspondent for Cotton Belt Division 251. We write at random, our education being limited. If the readers of the CONDUCTOR find a crumb of good, or a shade of nice thought in our writing, then we are pleased and glad, It will be mental food for them and may inspire

them to nobler and higher ambitions in the world of new thought.

"Last night the tide went out,
And with it went a soul,
Into the dark unknown.
Unheralded and untold.

A soul as pure as the snow
Drifted far out to sea,
It was lost in mists of tears,
And in eternity.

Last night a soul went out
And with it went my all,
Yet, follow it I dare not,
But wait the reaper's call.

Then I will launch my bark
That wandering soul to find,
And found again 'twill be,
Forever linked with mine."

Now, "Old Boys," come down the line and meet "Cal." "J. W.," "The Old Commander," all down the golden pathway of life.

Let us smoke the pipe of peace and harmony: Let us sit here in the caboose and have a chat.

Don't you think after a Brother pays beneficiary assessments for 20 golden years that he ought to have some of his benefits here on terra firma? Not in Terri del Feugo. We do, and have started the thought rolling in space several years ago through the columns of the RAILWAY CONDUCTOR and we are glad this happy new year morn that our thought has taken root.

The only way to get anything is first by thought, word, agitation and action. We can elevate ourselves and others by good, pure, wholesome thought. Thought is a thing, a vibration. Thought travels farther and faster than light and electricity. We can send thought fifty billion miles in endless space in a twinkling, while it would take hours for the former to reach there.

We will close by saying a toast—Here's hoping that the white wings of peace will hover o'er our respective dwellings, and the shield of conscience will protect us from all vice and misery.

Pine Bluff, Ark.

J. W. MERRIAM.

Editor Railway Conductor:

I felt quite touched at the predicament we seemed to be in at our election of officers. The Assistant Chief, on account of his run taking him away from the meetings thought it not advisable for him to advance, and the Chief, on account of lack of attendance, felt that there was something that he had said or done that caused this seeming lack of interest in the meetings, whereas such was not the case. I do not think there was a man there but felt that he was the man to lead us another year and he with much doubt as to which was best consented to do so.

Our Secretary and Treasurer also serves us for another year, and he has served us faithfully for many years.

Brothers, the idea is this, we must attend the meetings, we must not let one or two, just because

they are good workers, do it all, we must keep in touch with the questions that are of interest to our Order (many being brought up in the CONDUCTOR from time to time), and we must, as far as possible, prepare for any duty that may come to us, and if we accept each from time to time as they come we will grow in ability so that eventually we will have men that can handle any position the Division might offer.

I sometimes think, don't say too much; you can't keep up yourself. I am well aware of this fact. I remember one time I was to speak "Lord Lochinvar" in school, eight verses, I think. Well, I could go through these at a 60 mile an hour clip at home, but when I got up on the stage at school and saw my mother, a friend and the school, I was just like a two year old child at a Sunday School concert. I jumbled up something, yanked my head and went to my seat and to this day I never dared ask my mother how she felt; you can judge.

However, I think all of us have some pride, some ambition, no matter if it is down deep and we must either dig it up or be a drone to our Division and our nation, and even if I can't keep up, I am going to try, and that's why I accepted the position as correspondent for No. 86, and I do hope that although I can't step on a stage and make a speech, that I may write something that will wake up the boys and be a help to the Order.

We cannot be on the fence, we must either be a worker or be carried along by some worker and I do not think any one relishes that idea if they stop and give it fair thought.

I feel positive that we must better prepare ourselves by reading, study and thought for the questions of the day (many of us have time on our lay-offs, time on the other end of the run that could be used to good advantage, and I want the Order of Railway Conductors to be the best posted, up-to-date class of men in existence in regard to laws we should or should not have and in regard to the laws that are in use in other countries.

I do not mean to say that the Order does not contain up-to-date men, that has been proven, much to our credit, but let each of us get ideas of our own and not rely on those that we have been so in the custom of relying on, but let us sift those ideas down in our own minds so that we will be satisfied with ourselves as to which are right and which are wrong. How many of you have read the article about New Zealand's achievements under the title, "Soldiers of the Common Good," in the November Everybody's Magazine? If you have not been a worker this is the first work I ask of you to do, and those that have read, I wish would lend their magazines so that all can eventually read and see how far we come from the high standard that is set by this far away country.

William E. Gladstone says, "Talk about the questions of the time. There is but one question, how to bring the truths of God's word into vital contact with the minds and hearts of all classes of the people." I should think that the people of New Zealand had solved this question and in doing so had solved all the others, they certainly must have given them much solid thought or they would not have such a model government today.

You may say this is all rot. I beg of you not to judge until you have read the article and seen how labor is protected; what R. I. Seddon, a miner, did for his people and how the reform developed in New Zealand, was started from a strike. Election came right after the strike and the labor combination won. You can judge from results if they were capable of the trust or not; then you will, I hope, come out with a determination to be a worker, not only in your Division, but for a better understanding of our duties as citizens.

There is not a magazine, hardly, but is advocating some reform, many of them in operation at the present time. Let us keep it up, let us watch and see that these reform laws are not played with and if there should come a time when the labor combination should win let us be able to take the trust as creditably as they did in New Zealand.

Mr. Lawson, after months of writing, says, "there is little more I can do to rouse the American people to a sense of the dangers that surround them; yet until the people are further roused I cannot disclose to them my remedy."

The idea is this, we cannot drift along with the tide any longer, we must wake up. Mr. Russell says, that the people of New Zealand thought while they worked and read while others slept. We must do likewise and be ready to judge when these remedies are offered to us if they are the best that can be taken and if they are, take them at once.

W. L. THOMPSON.

Portland, Me.

Editor Railway Conductor:

This is a cold morning down in old Kentucky, and instead of going to Division meeting, I remained in and read my December CONDUCTOR in which I found many things to interest me. I note an article in the editorial department under the caption, "Acts of Congress at Mercy of Courts." That article should be read at every Division meeting in the country until every O. R. C. man is thoroughly aroused and alive to the danger that is knocking at the door of his Order. It is strange, passing strange, to me, that intelligent men as most conductors are, will pay committee assessments and work for the enactment of laws reasonably favorable to them, and then stand quietly by and see corporation lawyers and courts annul those laws and not even know that it is being done, much less raise a protesting finger. I am sorry to say I know plenty of conductors who do not know anything about the subject matter contained in the editorial in question. Don't even know that Congress passed an Employer's Liability Act last winter, and why? Because they don't read their CONDUCTOR, they don't attend Division meetings; they don't read and keep up with the enactments of our National Congress. Most of them are great party men though, will lay off and "lose a trip" to vote for Bryan or Roosevelt. Great Democrats and Republicans these conductors are! Never realizing the fact that it makes no difference which party gets in, they are kept with their noses close to the grindstone just the same. And last, but of the three, the greatest, they don't use their thinking machine for themselves. The most of them are dead easy game for

their masters, for while the former are scrambling for each other's runs, and throwing up their hats for ward burns (politicians) the latter, the minority in numbers, *yet your masters*, are quietly planning to undo you, and in doing so they use the very material *you* laid off to vote for. Oh, no! you are not easy, are you?

I see in the fraternal department many of my associated pencil pushers are regretting that the man with the "big stick" took our Grand Chief Conductor away from us, and saying all sorts of nice things about him. That is like putting flowers on the coffin, "They cast no fragrance backward o'er the weary way." Why didn't some of us THINK of sending him to Congress, or the Senate as suggested by Brother W. J. Coyne, the Boston Socialist? and why didn't we think of, and try to send some of the many other smart Brothers you have in the Order to Congress? But to get a trifle closer home, why don't we send some of our members to our various state legislatures? We don't do it because we don't THINK that it is necessary, we seem to think that the corporation tools put up by the corporations and who do the corporation's bidding are plenty good enough to represent (?) us. There are about 38,000 O. R. C. men in the country, possibly the same number of B. L. E. men and God only knows how many B. L. F., B. R. T., O. R. T., and S. M. A. A. men yet not a single one out of this vast multitude is in any of our law-making bodies. Most of us have as organizations, been in existence for 35 years or more and yet we have never had a set of Grand Officers among these various railroad labor organizations who could consolidate this vast army, and use its mighty power and influence for the elevation of themselves and those dependent upon them! What an opportunity is there for some chieftain, some leader, some really good organizer, and I do hope that the delegates to the next Grand Division at Memphis, Tenn., will bear this in mind when they elect a Grand Chief Conductor.

The Order of Railway Conductors is a mighty force, a potent force, and a wide-awake, determined and fearless leader can take that power and force and use it in a way that will compel these railroad corporations to give you better pay and better conditions. He could also very materially advance the cause of Federation, Conductor, Engineer, Fireman, Brakeman, Switchman, Operator, all working on, or around the same train, each maintaining an organization, and a set of Grand Officers at an enormous expense,—been doing these things for from 20 to 35 years and have never been able to join issues for the common good of all. Yet each organization thinks it has the greatest set of Grand Officers in the business. Well, perhaps we have; I may not know what I am talking about, but that is not the way the railroads do it. They will cut and slash at each other for all sorts of advantages in procuring freight and passenger traffic, but when it comes to a fight with their "common enemy," as they style the labor organizations, *they* stand together, and it does not take the R. R. Presidents and General Managers long to get together. But then, we railroad men can't do that—that is, we don't do it—yet each fellow thinks he has got the greatest Order and set of Grand Officers

in America. That is an instance where the Order of Railway Conductors has failed to "deliver the goods."

A Brother asked me the other day if I was in favor of Brother Osborn's Home for the old, broken down conductors. I told him *No*, a thousand times no, but that I was in favor of federating all the railroad labor organizations, present the same kind of a front to the railroads that they do to us, and compel them for the present to pension the old conductors, and pay the young ones enough to enable them to save enough to take care of themselves and if some leader will rise up and consolidate those railroad labor organizations it can be done, and done easily, but then thinkers (our leaders) have not thought that way yet.

If we had a government by direct legislation we could have ourselves pensioned at a certain age, just the same as a U. S. Army officer. See? No, we don't see it that way yet, we are too busy whooping it up for the corporation candidates, namely, the Democrat and Republican parties and that is exactly the way the R. R. Companies want you to see it.

Thank you, no Home for me. If it comes to that, we have a very good poor house down here just a few miles out, on the Ill. Cent. R. R. that will be good enough for me.

In the near future I will tell you of some other instances where the Order of Railway Conductors is "not delivering the goods."

Since writing the above, Judge Walter Evans, Judge of the U. S. Court for the 5th District of Kentucky, has taken a big fall out of another one of our hard worked for enactments, viz., the Employers' Liability Law, by declaring it UNCONSTITUTIONAL.

It took lots of money, labor and thought on the part of the railroad men of this country to have the National Congress pass that measure and the one forbidding railroads discriminating against Order men of any kind, in any way, but it only took Walter Evans a few hours to knock it all to smash. Under direct legislation he could not have done that. These two acts by Judge Evans ought to show any *thinking* man that a government by representation is a fizzle and a farce. Direct legislation is what we want; with the power of direct legislation in the hands of the people, you could compel railroad corporations to abide by what the majority of the people want.

But you never did, you are not doing it now, and you NEVER WILL get what you want under a representative form of government. VERITAS.

Louisville, Ky.

Editor Railway Conductor:

At the regular meeting of Cleveland Division No. 14, December 23, 1906, a joint installation with Bethlehem Division No. 1, of the L. A. to O. R. C. took place. After the officers were installed there was a season of speeches, songs and other evidences of good fellowship. Sister J. L. Lahiff acted as installing officer for the ladies, and is deserving of special mention for the creditable manner in which the ceremonies were conducted. Brother A. J. Thieman acted in a like capacity

for the conductors and it goes without saying that he covered himself all over with glory. Just before retiring to the banquet hall Brother C. Carlett (our delegate to Memphis) called the retiring C. C., Brother C. A. Davidson, to the C. C. station and in some well chosen remarks presented him on behalf of the Division with an elegant P. C. C. emblem in appreciation of his faithful services as C. C. for five years, that being the longest term that any Brother has served as such officer during the life of the Division. The next one to tramp the carpet was Brother J. H. Archer, who was presented with a self-filling Conklin fountain pen.

Both Brothers were agreeably surprised. The emblem presented to Brother C. A. D. is deserving of special mention. The design is original and was produced by the Webb C. Ball Co. and is pronounced as a complete work of art by all who have seen it.

J. H. ARCHER.

Cleveland, O.

Editor Railway Conductor:

Many good suggestions have been made in the letters published in THE CONDUCTOR anent the question of caring for our superannuated and disabled members. We all have our ideas as to the best plan. I say the best, for I take it for granted that is what we are all striving for.

Now, I have no word of censure to utter against the "Home", as it is at present conducted, viz., by contribution, but if it is proposed to bind the Order of Railway Conductors to the payment of a fixed sum, I am opposed. Let us look at this matter as though each one of us were directly concerned, when thinking of our disabled or superannuated Brothers; let us imagine for argument's sake (and also for the purpose of arriving at a just conclusion), ourselves in his place.

We will first take the Brother who has a family, perhaps only a wife, who has been his companion for many years. He has perhaps succeeded in saving enough and has secured a home, very likely a small one, but amply sufficient for his and her needs. If you were he, would you like the idea of leaving that true and tried ship-mate and that little home, endeared to your heart by so many sacred memories, and go among strangers to find and make new friends?

Then the Brother who is so unfortunate as not to have a wife or home—has he not many friends and associations that would cause him regret to leave? Would he not be far better contented with a small pension and remain among friends?

Now let us look at the financial part of the argument. Suppose you give the disabled member thirty dollars per month. If he has no family and stays with his friends, he can live comfortably on that amount; and if he has a wife and she is what I believe all conductor's wives are,—a good one,—thirty dollars will keep the wolf from the door, especially if he owns it. Now, suppose we abandon the Relief Fund and with every Brother we send to the Home, send thirty dollars with him. Does anyone think that amount would keep him as comfortable and contentedly there, as in his own home, or among his friends and dear associations?

With the necessary help and expense attached to

the Home, it seems to me that the Home idea is much the more expensive, leaving out the question of the comfort and contentedness of our unfortunate Brothers. It is my firm belief that we should double the Relief Fund assessments and give the unfortunate ones their choice of going to the Home or staying at home. I am aware that my idea would cost us a quarter of a cent a day more than it now does, but I think conductors are generous enough to give that amount.

Again, three or four times that amount can be saved by retrenchments otherwheres. One considerable item may be saved by making Cedar Rapids the permanent meeting point of the Grand Division in Conventions, and by cutting down the expense of the same, by districting the membership so as to have only one delegate to every one thousand, or better still, every fifteen hundred members. The business could be transacted much more expeditiously, and of course much more cheaply. Also, I believe the interests of the Order could be just as well conserved by tri-ennial, as by bi-ennial sessions.

Brothers, let us give these questions serious consideration, and endeavor to lay aside all selfish motives, so that we may solve them to the best interests of our noble Order.

Marion, Iowa.

"K, N."

Editor Railway Conductor:

St. Paul Division No. 40 at a well attended meeting Sunday January 20th, '07, of the prominent members of the Order, both of Division 40 and visiting Brothers, decided that it owed a duty to all Divisions of our Order, responding to its call for the Union Meeting held at St. Paul, October 14th and 15th, '06. This duty devolved upon it by the failure of the Western and Southern Association of General Committees convened at Kansas City, November 14th, '06, to take any action upon the resolutions adopted at St. Paul Union Meeting. The action taken will be communicated to each Division of the Order and may possibly reach the Brothers before this does.

The opposition secured the ball at our Union Meeting but fumbled it at Kansas City. Thus the ball reverts to Division 40, which, with the aid of other Divisions, will endeavor to make good at Memphis next May.

Certain things in connection with the recent Kansas City meeting arouses curiosity, viz., The resolution recommended to the supreme bodies of both organizations empowering the head of each, to utilize the combined forces of both organizations when necessary for certain purposes. Would it not be generally appreciated to have a little more light thrown upon the subject of this resolution before the convening of the next Grand Division, than is at present vouchsafed us, showing the necessity for and wisdom of delegating such authority. The full intent and purpose of this move is not quite clear. Another thing which may be considered for the good of the Order and to which I wish to refer—is the policy of silence maintained at the Kansas City meeting November 14th, '06, on the part of the representatives of our organization. I do not regard this attitude as consistent with the dignity of our great organization. More im-

portant, however, would it appear should it transpire that by implication or otherwise, the assurance was conveyed that strict silence would be manifested, regardless of the imperious attitude of any dominating influence. We can, I presume, afford to overlook the incident, provided a condition of our organization is not thereby revealed, that may well be regarded as inimical to its welfare, and of which the author of the indignity may be fully cognizant in consequence of which he was emboldened in the position assumed.

I believe the exact status of the relationship to be established and maintained toward the various railway employes' organizations should be determined by the 31st Grand Division and a fixed and definite policy relative thereto decided upon. The conservativeness and stability of the Order of Railway Conductors imparts to it the character of lubricating oil, and its repose is not disturbed by every little zephyr of agitation. Brothers, I further believe that it behooves us to take account of stock and to employ every asset we possess, toward making our organization a useful and elevating power.

Regarding representation at Grand Division, would it not be advisable to consider the substitution of State for Division representation. This certainly would reduce the expense and the present excessive and unwieldy number of delegates. A union meeting within each state could be convened for the purpose of considering questions to be presented to the Grand Division and for the election of delegates. Such state union meetings preceding the Grand Division would result in more intelligent and comprehensive legislation, besides tending to revive interest among the rank and file in the work of our Grand organization. Representation to be based upon the membership within each state.

Is not the blending of two organizations by membership in each a menace to the progress of our organization? I believe the time for separating the sheep from the goats has arrived.

We bespeak for the ideas here presented the attention of delegates to the 31st Grand Division.

St. Paul, Minn.

D. E. HASBY.

Editor Railway Conductor:

Division 500, O. R. C. was duly organized last Sunday, January 20th, '07, under very auspicious circumstances, there being a large attendance of Brothers from all around, mainly from Hartford, New Haven, New York City, Springfield, Worcester and Boston, St. Albans, Vt., and Providence, R. I. We expect to swell the ranks of the O. R. C. with about 40 new members, mostly all B. R. T. men, and as about as many more Brothers expect to transfer from Divisions 24 of St. Albans, Vt. 237 of Worcester, Mass., 317 of New Haven, Conn., and 370 of Providence, R. I., we shall have quite a good-sized Division to start with.

The meeting was called for 10:30 a. m., in Shea's hall No. 43 Bank St., and as soon as the preliminary business was finished, Brother Jerry Wall, C. C. of Division No. 317, who was deputized by the G. C. C. to organize the Division, called the meeting to order. Ably assisted by Brothers Vaughn, Bacon, Veagle and H. Smith of Division

317, Brothers Brigham, Harris and Chas. Curtis of Division 50, and Brothers Andrews and Dutton of 370, the organization was speedily and smoothly effected. At 3 p. m. a recess was taken and on repairing to the Crocker House, it was found that landlord Parker had prepared a feast that could be equalled by few and excelled by none.

At 4:30 p. m. the meeting was again called to order, and the initiatory ceremony was performed on one of the candidates, after which election of officers was in order. Brother Frank Newell, who transferred from No. 370, was elected C. C., Geo. L. Spafford from No. 24 Secretary and Treasurer. Last, but not by any means, least, Bob, and there is only one Bob, and that is Brother R. M. Smith, was elected delegate and it is to be hoped that any and all Brothers who attend the Grand Division at Memphis will remember that babies need to be fed often, and the O. R. C. baby from New London, Conn. is quite a husky sample, and may need lots of attention.

E. W. W.

New London, Conn.

"Bronchos."

You may talk of bustin' Bronchos
In the wild and wooly west,
And taming local hosses
That are sure born, hell possessed.
But it's surely easy money
Breaking a bucking wild cayuse
Alongside of running trains here
In a box car caboose.

Say! all you aching veterans,
Who have spavins and ring bones
From hurdling high and low ones
In the days we call "by-gones,"
Here is now a proposition
That will make your teeth jar loose
Just riding on the Nickel Plate
In a box car caboose.

I have read the daily papers
With all the advertisements,
Depicting all the ailments
To which we humans make complaint,
And I think I have the job-lot
Of this earth's share of pain
When I ride that bucking box car
On a Nickel Plate train.

I have ring-bones, I have spavins,
I have brain fog and the itch,
I have coughs and croup and chillblains,
I've rheumatics and the grip,
I have that tired feeling too,
The officials like so well,
And I carry all this trouble
In a box car and it's h——l.

As we get down to business
And get to going some,
It is then that I begun
In the madness of the melee
Of the dancing jacks and things,
We stand upon our tip-toe
Cause the d——n car has no springs.

E. W. H.

That Home We're Going to Build,

The Grand Division meets this year
In Memphis so they say
I hope the boys who go down there
Will try and find a way

To build up the old man's home
We read so much about.
Where our old Vet's can sit around
And laugh, or sing and shout.

It seems to me it can be done
With a little thought and care,
And as I read the Journal o'er,
To them it seems just fair.

Of course there'll be some kickers,
But without them we can try,
Let's go ahead and build the Home
For the Con and Eagle eye.

They once were young and full of life,
Perhaps like you and me,
But Time has dulled their senses
And their future now we see.

They are our Brothers; don't forget
Who is there would disown,
Then let us take this subject up
And thus protect our own.

To some it seems they should have seen
That troubles were in store,
But Brothers, put that thought away,
And think of it no more.

We who have health, and likewise work
Don't see it in that light,
But our Grand Conductor up above
Does all things for the right.

Some of our Vet's had troubles,
And likewise sickness too,
The same that happened to them
May happen to I or you.

Then let us all throw in the hat
Just a little mite or two,
Don't be afraid you'll give too much
It will be returned to you.

Now, Brothers, let me say a word
Of our Delegate down there
His name is Eagan, just plain Pete,
You'll find that he is square.

Although he comes from Frankfort,
Don't think that he is green,
For years he's been our committeeman,
He's the best that we have seen.

Don't think where they're all talking
And Pete sits there like the Dutch
He's asleep. If you do he will fool you,
That's his habit of not saying much.

He is there for the good of the Order
And hot air is not in his line,
When the chief says now get down to business
He'll be there with the goods every time.

The call boy now is rapping,
I hear him at the door.
If I have good luck when I get back
I'll try and write some more.

Utica, N. Y.

E. A. ANABLE.

Editor Railway Conductor:

Another year has passed and gone. Can we look back on our year's work and say, well done! or do we find that there were things done that we should not have done, and also, can we find where duty has been neglected or carelessly performed, if so let us profit by past experiences, for what use is experience to us if we do not receive some benefit from it. Division 19 is still doing business at the old stand. We have an excellent set of officers who are old and tried, as nearly all of them succeeded themselves at our last election. We have about sixty-five members, but should have at least ninety by July 4th.

I will not endeavor to tell all I know this time, saving a letter for some future date.

Elkhart, Ind.

THE WINDY MEMBER.

Editor Railway Conductor:

We wish all members of our grand old Order a happy New Year. 1906 has passed into the mist of time. The earth has completed another revolution around the sun and left foot-prints in the sand of time, some of unexampled pleasure and prosperity, some of weal and woe. Among the many friends and acquaintances who have passed into the great beyond were, Brothers A. Jackson and A. J. Schafer; both were staunch members of our Division 184. May He that came to bind up the broken hearted, give the bereaved loved ones grace to say, "Not my will but thine be done." When we see the hour of the departing year coming to a close, perhaps take our watches in our hands, watch it ticking the minutes away, we cannot repress a feeling of sadness and the thoughts come crowding in of the many failures and mistakes of our lives which we sorely regret but which are recorded and sealed, yet comes that thought of that promise of God "Your sins and your iniquities will I remember no more." How few of us think of this as we should and carry old grudges into the new year which we should remember no more. Now we face the new year with its untried paths its unknown experience. Let us as far as in us lies the power make it the best and brightest of all the years.

Officers were elected for our Division in November, the selection being wise and carefully made. Several of our good members have gone over to 447. The C. & O. is pushing on and stands abreast with the best roads in our country, we are double tracking in many places. Lynchburg is a great railroad center. The C. & O., the Southern and the N. & W. have yards there; it requires four yard engines to keep up the C. & O.'s work. Lynchburg station takes in on an average of \$30,000 per month for the C. & O. We have not had any serious accidents on our division for several years; our officials set an example of carefulness in the minor details of railroading and it is carried out to the most humble employe in their service. Our passengers can ride with comfort and ease because they feel they are in the hands of a careful company. We conductors are kept so busy that our meetings are not so well attended as they should be, but a harmony of brotherly love exists between us all; we pull together with seldom a jar. Quite a lot of brakemen have been promoted and assigned to

running. We have put our goat in green pastures, fattening for the hoped-for initiation for these young conductors in the next twelve months. Come along boys and join our army, you can never find anything better than the O. R. C. I enjoyed "In Memory's Field" written by Geo. P. Floyd. I would like to meet him in person, I know it would be interesting to hear his many experiences of the past sixty years. I notice lots of our old writers are silent, I should like to hear from them again. I was glad to hear from Brother Samuel Proud again; I had not seen anything from him for quite a while. I hope he will write us often as I enjoy his letters.

P. A. McDANIEL.

Clifton Forge, Va.

Editor Railway Conductor:

Not having seen anything in *THE CONDUCTOR* from Division 371 in quite a while a few lines ought to find space and these will be sad lines too, as again our charter is draped in black for the second time in the short space of three months, by the untimely taking off of our worthy and esteemed Brother, John A. Storrs, who was Chief Conductor of our Division, and one of the best known and most respected conductors on the line. Brother Storrs had reached a point within three miles of home on the mountain and was held by the block until an extra ahead would reach the yard and clear the block for Brother Storrs' train. In the meantime the operator at the block behind went to asleep with his board at clear and allowed two light engines to pass. They dropped down and hit Brother Storrs' caboose killing him instantly, and Engineer James Caruso who was dead-heading home in the caboose.

We have had a very heavy rush of business on the Northern Pacific, everybody on the go, and very little rest except what we mark up on the register and always a job for a sober railroad man. At present we are a little tied up owing to the heavy snow storms and extremely cold weather that has been prevailing for the past two weeks, the mercury ranging from 20 to 40 degrees below zero. Brother Heslep started over the mountain on the 12th and was brought back to town with his ears, nose and hands badly frost bitten. Mr. James Brennan, a young conductor not yet old enough to become a member of the O. R. C. but an honored member of the B. of R. T., of this place went out to take his place and while handing up the orders to his engineer, had the misfortune to

be struck by two light engines that were backing through the side track and lose a leg, it being cut off at the ankle.

E. J. HARRISON.

Livingston, Mont.

Editor Railway Conductor:

At a regular meeting of Brandon Division No. 464, Order of Railway Conductors, held on Sunday, January 13th, the following resolutions were unanimously adopted:

Whereas; an amendment to the Conciliation act of 1900 entitled Senate Bill "F" has been introduced in the Parliament of Canada by Senator Mullen and, whereas, a few sections to the Conciliation act of 1900 entitled Section 4 "A", has also been introduced by Senator Mullen, and, whereas, if such legislation becomes law, it will strike at the very foundation of the protection of our members, not only in securing experienced council but, also in other considerations to the members of the Order of Railway Conductors in Canada, that have been secured after much time and expense, and, whereas, nothing appears in the Amendment, if the said bills should become law, that will give us any equivalent for the protection we now enjoy, and, whereas, corporations have been privileged to secure all kinds of disreputable aliens to come into Canada to act as spies and thugs against citizens of Canada, without the law makers of Canada taking any steps to remove this most vicious evil against respectable citizens of Canada.

Therefore, be it resolved, that Brandon Division No. 464, Order of Railway Conductors, herein enters its most vigorous protest against the enactment of the above amendment and new section.

And be it further resolved, that our legislative representative, J. Harvey Hall, be instructed to protest in the name of this Division against the enactment of the above legislation.

And, be it further resolved, that a copy of these resolutions be forwarded to Sir Wilfred Laurier, the Premier of Canada, to the Hon. Rodolph Lemieux, Minister of Labor and to the Hon. J. N. Kirchoffer, Senator for Brandon District and to the Hon. Clifford Sifton, member of Parliament for this constituency, also Senator R. Watson and to J. Harvey Hall, Legislative Representative of Railway Organization in Canada.

Signed in behalf of Brandon Division 464, O. R. C.

THOS. BROWNLEE.

S. B. SMITH.

Secretary and Treas.

Chief Conductor.

The Divine Engineer.

This world is like a train of cars
With God as Engineer;
And we are only passengers
Who ride away from here.

The big red sun is the light in front;
The green moon at the rear;
The twinkling stars are signals true
To show the track is clear.

The years—they are the whirling wheels
That speed along the track.
And often, oh how often we
Have wished they would turn back.

This world is like a train of cars
That goes away from here;
And we are only passengers
Who trust the engineer.

—Chas. T. Greene in August *Sunset Magazine*.

LIST OF DELEGATES AND ALTERNATES

To the 31st Session of the Grand Division

Memphis, Tennessee, May, 1907.

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
1	Chicago, Ill.	Fitch, S. M.	Ray, B. B.
2	Buffalo, N. Y.	Newton, A. V.	Slattery, M. C.
3	St. Louis, Mo.	Hartel, F. D.	Williams, E. E.
4	Oskaloosa, Iowa.	Shreve, J. W.	Cowan, A. B.
5	Baltimore, Md.	Tucker, J. W.	Freed, J. B.
6	Battle Creek, Mich.	Leahy, J. H.	Newcomer, P. B.
7	Houston, Tex.	Moore, J. S.	McDonald, T. D.
8	Rochester, N. Y.	Roach, J. W.	Killip, G. W.
9	Elmira, N. Y.	Drake, G. E.	Stickels, C. E.
10	Sayre, Pa.	Watson, P. W.	Sheldon, C. W.
11	Newton, Kans.	Glazier, A. R.	Hannum, F. C.
12	Scranton, Pa.	Frounfelker, G.	Gilligan, W. H.
13	St. Thomas, Ont.	Lees, Thos.	Hastings, K.
14	Cleveland, Ohio	Corlett, C.	Carroll, Jas.
15	Stratford, Ont.	Gordon, R.	Collinson, J.
16	London, Ont.	Heath, H. J.	Bennett, B. W.
17	Toronto, Ont.	Stuart, C.	Defries, S. H.
18	Temple, Texas	Smith, H. W.	Wilder, A.
19	Elkhart, Ind.	Darling, W. H.	Brown, A. C.
20	Collinwood, Ohio.	Jaeger, A.	Davis, S. O.
21	Creston, Iowa	Lowery, J. F.	Davidson, G.
22	Mason, City Iowa.	Wiley, J. C.	Boyer, E.
23	Tamaqua, Pa.	Kantner, R. J.	Ingram, W. A.
24	St. Albans, Vt.	Church, D. T.	Sturtevant, I. A.
25	Ogdensburg, N. Y.	Prichard, E. A.	Webster, F. W.
26	Cleveland, Ohio.	Huntley, G. W.	O'Brien, J.
27	Hamilton, Ont.	Cameron, A.	Todd, Thos.
28	Atchison, Kans.	Shumway, H. E.	McCarty, J.
29	Ottawa, Ont.	Wright, A. E.	Morris, J. B.
30	Springfield, Mo.	Davis, E. O.	Coleman, T. W.
31	Burlington, Iowa.	Robinson, R. W.	Dana, D. E.
32	Meadville, Pa.	Purple, S.	Haugh, M.
33	Clinton, Iowa.	Steele, G. H.	Dorman, W.
34	Boone, Iowa.	Wooster, S. M.	VanGorder, C.
35	North Platte, Neb.	Rork, F. L.	Powers, R. T.
36	Pueblo, Colo.	Metz, W. J.	Tolman, C. S.
37	Phillipsburg, N. J.	Titus, L. P.	Fishbaugh, C.
38	Des Moines, Iowa.	Welsh, J. R.	McGrath, N.
39	Hannibal, Mo.	Ledford, R. F.	Smith, J. J.
40	St. Paul, Minn.	Condit, J. D.	Fitzgerald, C. E.
41	Blue Island, Ill.	Dee, E. W.	Danforth, A. P.
42	Trenton, Mo.	Meranda, G. A.	Combs, S. P.
43	East Syracuse, N. Y.	Curtiss, I. J.	Stitch, A. C.
44	Denver, Colo.	Elliott, F. D.	Taylor, R. D.
45	Oneonta, N. Y.	Miller, F. W.	Gurney, W. C.
46	Wilwaukee, Wis.	Watkins, N.	Houle, S. S.
47	Winnipeg, Man.	Lamb, D.	Hubbell, H. G.
48	Detroit, Mich.	Smith, F. C.	Leach, H.
49	Moberly, Mo.	Jarvis, E. W.	Sours, F. L.
50	Hartford, Conn.	Daley, J. A.	Curtiss, C. H.
51	Tyrone, Pa.	Cowan, S. C.	Minary, W. F.
52	Port Jervis, N. Y.	Ryan, T. F.	Gordon, J. H.
53	Denison, Tex.	Arthur, R. T.	Leonard, M.
54	New York, N. Y.	Cameron, J. D.	Hardy, C. H.
55	Kansas City, Mo.	Dodson, S.	Petty, C.
56	Albany, N. Y.	Gray, J. E.	Thomas, C. M.
57	Ft. Worth, Texas	Bogert, M. S.	Weiler, G. W.
58	Cedar Rapids, Iowa.	Robbins, A.	Goodwin, C.
59	Texarkana, Ark.	Johnson, C. R.	Thorn, J. B.
60	Sedalia, Mo.	Whitney, C. E.	Bower, J. H.
61	La Crosse, Wis.	Heth, F. H.	Ryan, J. M.
62	Newport, Vt.	Humphrey, A. E.	Vitty, L. H.
63	Durango, Colo.	Gogarty, B.	Pheney, J. S.
64	Erie, Pa.	Ruhling, M. W.	Scarry, D.
65	Pittston, Pa.	Morgan, W.	Lavelle, P.
66	Portland, Maine.	Lowe, E. I.	Pratt, C. B.
67	Waterloo, Iowa.	Ward, G. L.	Joyce, P.
68	Baraboo, Wis.	Dower, J. H.	Haven, W. H.
69	El Paso, Texas.	Stockwell, W. M.	Long, J. H.
70	Las Vegas, N. M.	Leseney, J. M.	Hays, Upton.
71	Columbus, Ga.	Chiple, G. W.	Wilmot, W. E.
72	Jamestown, N. D.	Tuffs, R.	Kenyon, D.
73	Ashtabula, Ohio.	Chapin, A. H.	Graham, C. F.
74	Decatur, Ill.	Lahners, W.	Bloss, S.
75	Montreal, P. Q.	Ward, D. P.	Connors, P.
76	San Antonio, Texas.	Jones, J. R.	Forgason, J. W.
77	Palestine, Texas.	Frank, J. P.	Blount, B. F.
78	Savanna, Ill.	Harry, S. J.	Schoen, C.
79	Peoria, Ill.	Carroll, W. W.	Thompson, B. W.
80	Montreal, P. Q.	Conner, E. A.	Robinson, J.

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
81	Beardstown, Ill.	Parker, C. C.	Brooks, J. T. L.
82	Madison, Wis.	Pitzgerald, D. M.	Bradford, F.
83	Galesburg, Ill.	Bowling, W. H.	Smith, C. E.
84	Perry, Iowa.	Tolbert, L.	Millard, E.
85	Winslow, Ariz.	Roy, R. C.	Ramage, T.
86	Escanaba, Mich.	Connors, S. J.	Jackson, W. D.
87	Bloomington, Ill.	Reich, A. A.	Brough, W. J.
88	Ennis, Texas.	Faris, C.	Jumper, H. S.
89	Louisville, Ky.	Brady, E. H.	Robinson, J. S.
90	Waseca, Minn.	Mann, R. J.	Gunn, E. S.
91	Portland, Ore.	Vatch, S. P.	Hughes, T. D.
92	Terre Haute, Ind.	Brown, W. T.	Wilbert, C. H.
93	Ft. Dodge, Iowa.	Langlois, J. E.	Ross, N. A.
94	Winnemucca, Nev.	Leonard, H. M.	Gillilan, W. A.
95	McCook, Neb.	Hegenberger, H.	Callen, S. E.
96	Aurora, Ill.	Walter, C. A.	Huntley, N.
97	Roodhouse, Ill.	Shuman, P. N.	Peairs, W. L.
98	Montgomery, Ala.	Lewis, W. M.	Wilcox, J. C.
99	Montevideo, Minn.	Eastman, G.	Mullen, J. B.
100	Columbus, Ohio.	Brown, J.	Cowser, W. D.
101	Mattoon, Ill.	Dixon, A. R.	Fitch, J. V.
102	Grand Rapids, Mich.	Johnston, W. B.	Hawker, W.
103	Indianapolis, Ind.	O'Mara, J.	Hardesty, G. W.
104	Middletown, N. Y.	Kirby, O. P.	Murray, C. H.
105	Meridian, Miss.	Wright, R. L.	Hight, W.
106	Rock Island, Ill.	McLees, A.	Rife, I.
107	Cincinnati, Ohio.	Grannen, L. B.	Melbourne, G. W.
108	New Orleans, La.	Norris, J. S.	Parker, W. E.
109	Galion, Ohio.	Zimmerman, H. E.	Rhone, C.
110	Logansport, Ind.	Pense, F. M.	Henderson, S. A.
111	Los Angeles, Cal.	Bowles, A. F.	Golden, J. W.
112	Centralia, Ill.	Davis, J. L.	Harris, C. T.
113	Chicago, Ill.	Sughrua, F. D.	Howland, L. T.
114	Pittsburg, Pa.	Walters, J.	Zeth, C. M.
115	San Francisco, Cal.	Armstrong, C.	Billingslea, T.
116	Tyler, Texas.	Naler, J. R.	Whaley, L.
117	Minneapolis, Minn.	Langan, C. R.	Leonard, W. L.
118	Kankakee, Ill.	Howard, F. L.	Pearre, K. G.
119	Ft. Wayne, Ind.	Maxwell, F. B.	Stonecipher, H. L.
120	Huntington, Ind.	Spach, A. B.	Herr, P.
121	Huron, S. D.	Greene, J. J.	Kent, A. R.
122	Boston, Mass.	Baker, C. D.	Moreau, J.
123	Macon, Ga.	Staley, A. W.	Griffin, L. E.
124	Ogden, Utah.	Allen, Geo.	Wright, D. R.
125	Peru, Ind.	Lavender, H. A.	Reyburn, W. A.
126	Omaha, Nebr.	Roche, M. J.	McIntosh, C. E.
127	Danville, Ill.	Robinson, A. L.	Drover, W. S.
128	Cheyenne, Wyo.	Woodmansee, E. D.	Rich, R. W.
129	Hallstead, Pa.	Wilmoth, V. E.	O'Neill, P. J.
130	Quebec, P. Q.	Bouthillette, I.	Mitchell, W.
131	Little Rock, Ark.	Walsh, W. G.	Halliburton, T.
132	Salida, Colo.	Hawthorne, W. L.	Hogsett, J. D.
133	Bowling Green, Ky.	Stevens, R. M.	Pearson, F.
134	Bellevue, Ohio.	Connors, T.	Belson, H. M.
135	Nashville, Tenn.	Phelps, F.	Allen, R. T.
136	Huntington, W. Va.	Armstrong, G. L.	Baldwin, A. M.
137	Osawatomie, Kas.	Ling, T. A.	Root, D. E.
138	Garrett, Ind.	Grimes, W. L.	Weaver, J. B.
139	Knoxville, Tenn.	Ragsdale, R. B.	Beathard, J. W.
140	Hinton, W. Va.	Woolwine, L. M.	Hamer, S. B.
141	St. Joseph, Mo.	Miller, I. N.	Servoss, W. S.
142	Rawlins, Wyo.	Clark, C. A.	Williams, E. W.
143	Harrisburg, Pa.	Leonard, H.	Baldwin, A.
144	Derry Station, Pa.	Kern, R.	McKelvey, E. B.
145	Conneaut, Ohio.	Tinney, T. R.	Nolan, M. J.
146	Fitchburg, Mass.	Garno, J. E.	Bowtell, G. A.
147	Easton, Pa.	David, E.	Drew, W. A.
148	Chattanooga, Tenn.	Mitchell, T. M.	McNutt, H. C.
149	Jackson, Tenn.	Anderson, W. T.	Bates, R. M.
150	Utica, N. Y.	Eagan, P. H.	Duffy, E. P.
151	Monett, Mo.	Shipley, W. H.	Horn, S. C.
152	Richmond, Va.	Cates, B.	Moore, J. W.
153	Mauch Chunk, Pa.	Mumbower, E.	O'Donnell, J. P.
154	Binghamton, N. Y.	Vanaman, T. L.	Quigley, J.
155	Syracuse, N. Y.	Ireton, C. E.	Crane, S. E.
156	Carbondale, Pa.	Loftus, O. H.	Robbins, N. V.
157	Boston, Mass.	Belcher, F. N.	Strout, H. E.
158	Huntington, Pa.	McMangial, S. W.	Morningstar, L. A.
159	City of Mexico, Mexico.	Knight, C. C.	Nece, F. P.
160	Wilkesbarre, Pa.	Law, T. J.	Truby, T. T.
161	Parsons, Kas.	Smith, J. W.	Lucas, A. S.
162	Philadelphia, Pa.	Mooney, J. H.	Dougherty, J.
163	Oil City, Pa.	Holtzman, G. R.	McCarty, J.
164	Eagle Grove, Iowa.	Belt, H. M.	Holton, F. H.
165	Ft. Scott, Kas.	Roberts, J. E.	Wilson, W. F.
166	Newark, Ohio.	Lamb, W.	Wharton, W. S.
167	Oswego, N. Y.	O'Brien, J. T.	Shelley, G. A.
168	Jersey Shore, Pa.	Herman, O. L.	Cusick, G. H.
169	Jersey City, N. J.	Delteure, Theo.	Connors, W. T.
170	Camden, N. J.	Clapp, D. A.	McClure, C. F.

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
171	Mechanicsville, N. Y.	Holloran, T. J.	Sullivan, J. P.
172	Altoona, Pa.	Lego, M. L.	Snyder, D. L.
173	Chadron, Neb.	Smith, W. A.	McKay, J. H.
174	Paterson, N. J.	Stiles, W. O.	Paulison, L. E.
175	Memphis, Tenn.	Wright, F. J.	Payne, M. A.
176	Corning, N. Y.	Satterley, Geo.	Clark, F. D.
177	Alliance, Ohio.	Bowers, P. B.	Garland, W. W.
178	Grand Forks, N. D.	Cooper, J. M.	McGraw, W. H.
179	Topeka, Kas.	Hutton, W. W.	Horn, C. A.
180	Atlanta, Ga.	Lane, W. A.	Vandiver, S. L.
181	Chillicothe, Ohio.	Hickey, T. J.	Ford, J. E.
182	Jackson, Mich.	Mogford, G.	Maher, J.
183	Cumberland, Md.	McNemar, L. W.	Cole, H. S.
184	Clifton, Forge, Va.	Morris, W. T.	Gay, C. S.
185	Selma, Ala.	Walker, S. T.	Seale, S. F.
186	Birmingham, Ala.	Conley, R. W.	Thomas, W. G.
187	Sunbury, Pa.	Arter, J. L.	McDonald, J.
188	Stanberry, Mo.	Bucklew, A. J.	Collier, O.
189	Sarnia, Ont.	Vicary, J.	Holder, H. T.
190	Grafton, W. Va.	Morgan, J. C.	Duffy, J. C.
191	Glendive, Mont.	Nichols, A. L.	Anderson, A. E.
192	East Saginaw, Mich.	Ward, O. S.	Corrigan, E. A.
193	Bucyrus, Ohio.	Miller, W. H.	McKinley, W. W.
194	Brookfield, Mo.	Hart, D. C.	Madden, W. E.
195	Sacramento, Cal.	Coon, S. B.	White, G. A.
196	Jacksonville, Fla.	Dowling, W. H.	Burt, W. R.
197	Staples, Minn.	Chase, C. A.	Hoffoss, P.
198	Springfield, Mass.	Sawin, E. A.	Williams, G. A.
199	Smith's Falls, Ont.	Boyd, W. J.	Munroe, M. A.
200	Bradford, Pa.	Duggan, J.	Landon, R. G.
201	McKees Rocks, Pa.	Daley, J.	Robbins, H. B.
202	Augusta, Ga.	Hatcher, L. V.	McDowell, W. W.
203	Turro, N. S.	Hopper, G. W.	Ellis, W. J.
204	Philadelphia, Pa.	Happersett, I. G.	Fister, W. G.
205	Portsmouth, Va.	Barnes, J. W.	Kornegay, J. G.
206	Springfield, Ill.	Murphy, T. J.	Roberts, E. D.
207	Amory, Miss.	Hall, E. J.	Blankenbaker, H. L.
208	Charleston, S. C.	Wells, H. A.	Gruber, G. W.
209	Pocatello, Idaho.	Farrell, T.	Toombs, J. A.
210	Roanoke, Va.	Bondurant, J. W.	Gish, O. H.
211	Abbotsford, Wis.	Hinckley, C. D.	Bergin, T. S.
212	Slater, Mo.	Clampitt, P. E.	Reid, J.
213	Hichigan City, Ind.	Robinson, T. J.	Hutson, W. E.
214	Moncton, N. B.	Swetnam, J.	Wilson, M.
215	Austin, Minn.	O'Malley, E.	Callinan, F. M.
216	Ottumwa, Iowa.	Lewis, H. L.	Winslow, V. S.
217	Allegheny, Pa.	Kane, P. L.	Baird, W. H.
218	Savannah, Ga.	Boozar, S. P.	Borders, S. A.
219	St. John, N. B.	Johnston, J. C.	Daley, J.
220	Fremont, Neb.	Russell, J. P.	Pierce, F. G.
221	Spencer, N. C.	Patterson, E. M.	Weaver, R. E.
222	Chillicothe, Ill.	Moody, J. J.	Hitchcock, J. S.
223	Martinsburg, W. Va.	Zepp, J. A.	Shemitt, A. C.
224	Wilmington, Del.	Lambert, H. L.	Johnston, W. J.
225	Hornell, N. Y.	Hall, F. P.	Haight, E.
226	Galeton, Pa.	Brown, L. L.	Wilson, A. E.
227	Lincoln, Neb.	Ward, O. S.	Tanney, J. B.
228	Pt. Smith, Ark.	Sickles, C. E.	Traster, A. J.
229	Reading, Pa.	Steiger, J. O.	Hedley, H. C.
230	New Franklin, Mo.	Cooley, B. C.	Dey, I. E.
231	Vicksburg, Miss.	Hood, A. J.	Stafford, R. A.
232	Sioux City, Iowa.	Hopkins, C. D.	Bowen, B.
233	Middleport, Ohio.	Brown, W. W.	Allen, W. B.
234	Brunswick, Md.	Richards, E. L.	Grimm, J. H.
235	Freeport, Ill.	Dawson, D. H.	Reardon, D. J.
236	Melrose, Minn.	Landis, R. E.	Daniels, H. A.
237	Worcester, Mass.	Hurlburt, W. F.	Foley, C. J.
238	Laredo, Mo.	Sperry, C. A.	Morton, W.
239	Lexington, Ky.	Carr, W. U.	Eades, J. H.
240	Marquette, Mich.	Cleminson, R. M.	Sundberg, C. A.
241	DeSoto, Mo.	Roundebush, L. M.	Carson, W. V.
242	North Bay, Ont.	Washburn, H. A.	Brown, A.
243	Missoula, Mont.	Brill, J. J.	Bogart, J. V.
244	Colorado Springs, Colo.	Craig, W.	Stewart, Sam'l.
245	Arkansas City, Kas.	Reed, J. W.	Minor, J. C.
246	Wymore, Neb.	Wheeler, E. E.	Culver, F. W.
247	Trinidad, Colo.	Stone, A. B.	Morand, W. E.
248	Tusculum, Ala.	Murphy, J. S.	Price, R. L.
249	Tacoma, Wash.	Herbert, G. H.	Martin, I. G.
250	Bristol, Va.	Millard, H. D.	Wood, M. O.
251	Pine Bluff, Ark.	Culberson, C. F.	Alexander, W. W.
252	Leadville, Colo.	Daly, D.	Gillette, C. N.
253	Ashland, Wis.	Carlin, J. B.	Pulsifer, W. J.
254	Frankfort, Ind.	Fortune, J. D.	Gross, J. H.
255	Medicine Hat, N. W. T.	Becker, R. C.	Sprague, S. W.
256	Smithville, Texas.	Turner, C. H.	Loomis, H.
257	Chickasha, I. T.	Libby, R. E.	Hatten, E. T.
258	Aberdeen, S. D.	Kelley, M.	Tompkins, John.
259	Fond du Lac, Wis.	Sweeney, E.	Bush, W. I.
260	Ellensburg, Wash.	Mathews, J. D.	Ault, D. V.

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
261	San Luis Potosi, Mex.	Peppard, A. V.	Ellenwood, W. C.
262	Cleburne, Texas.	Brobson, J. B.	Collins, D. C.
263	Cumberland, Md.	Baumhauer, M. E.	Evans, T. F.
264	Raleigh, N. C.	Hogan, J. B.	Mathews, C. E.
265	Chanute, Kas.	Hart, W.	Lee, A. W.
266	Big Springs, Texas.	Covert, W. C.	Lane, W. H.
267	Vancouver, B. C.	Hatch, G. W.	Wright, Jas.
268	Marion, Iowa.	Cross, C. E.	Lund, S. G.
269	Van Buren, Ark.	Kelly, T. J.	Tyrell, C. H.
270	Youngstown, Ohio.	Reed, H. E.	Phelps, F. J.
271	Wilmington, N. C.	Harlow, W. L.	McCulloch, C. E.
272	Havre, Mont.	Straun, John.	Flynn, J.
273	Cambridge, Ohio.	Ford, D. C.	Davis, W. S.
274	So. Kaukauna, Wis.	Munger, M. D.	Bushey, C. E.
275	Yokum, Texas.	Ingram, G. W.	Burleigh, G. J.
276	Goodland, Kas.	Joyce, J. T.	Dodds, J. W.
277	Wellington, Kas.		
278	Dennison, Ohio.	Gray, J. A.	Seltzer, S. S.
279	Jefferson City, Mo.	Cromley, B. R.	Beard, R. H.
280	Albion, Pa.	O'Connor, J. S.	Mosher, A. H.
281	Pittsburg, Pa.	Doyle, J. C.	Walsh, T. E.
282	Needles, Cal.	Safford, W. H.	Sullivan, J. M.
283	Marceline, Mo.	Williams, C. D.	Fuller, S. R.
284	Waco, Texas.	Armstrong, L. R.	Hawkins, A. G.
285	Spokane, Wash.	Huxtable, Jesse.	Campbell, C. M.
286	Ft. William, Ont.	Peltier, L. L.	Rogers, J. A.
287	San Marcial, N. M.	Donohue, J.	Watlington, C.
288	West Superior, Wis.	Leonard, J. L.	Cadigan, P.
289	Wellsville, Ohio.	Evans, A. J.	Butler, E. R.
290	Paducah, Ky.	Cunningham, D.	Hicks, J. W.
291	Hoboken, N. J.	Friry, J.	Ball, A.
292	Chicago, O.	Brooks, W. H.	Richards, F. A.
293	Chicago, Ill.	Lewis, J. A.	Scully, S.
294	Trenton, N. J.	Laurence, W. P.	Webber, W. J.
295	Lorain, Ohio.	Dickerman, H. C.	Willmot, B. S.
296	Rutland, Vt.	Lee, J. J.	White, J. A.
297	Somerset, Ky.	Lewis, S. E.	Robinson, Wm.
298	Herrington, Kas.	Hulburd, W. M.	Thompson, J. O.
299	Lima, Ohio.	Bashore, G. G.	Still, G. A.
300	Dodge City, Kas.	Dalton, T. A.	Teer, A. J.
301	Seymour, Ind.	Harrod, H. L.	Gilbert, F. S.
302	Lafayette, Ind.	Smith, E. H.	Parkin, F. G.
303	New Albany, Ind.	Laughlin, T. C.	Lewis, W. B.
304	Canton, Miss.	Johnson, W. V.	Trafton, W.
305	La Grande, Ore.	Buehler, T. E.	O'Hare, F.
306	W. Bay City, Mich.	Soderquist, T.	McDonald, G.
307	Elizabeth, N. J.	Van Nortwick, G. B.	Brown, W. G.
308	Mt. Carmel, Ill.	Natho, C.	Struby, W. R.
309	Youngwood, Pa.	Peoples, C. F.	Best, J. S.
310	Mobile, Ala.	Potter, P. H.	Davis, S. D.
311	Waycross, Ga.	Lewis, J. O.	Stewart, J. P.
312	Weehawken, N. J.	Delameter, H. W.	Franklin, T. B.
313	Tucson, Ariz.	Schriren, O. H.	Seamands, J. L.
314	Allegheny, Pa.	Rafferty, P.	Black, O. J.
315	Chapleau, Ont.	Kehoe, T.	Foster, E. W.
316	Shawnee, O. T.	Crafton, D. A.	Fox, J. I.
317	New Haven, Conn.	Wall, J.	Manning, D. J.
318	Asheville, N. C.	White, W. A.	Klutz, C. A.
319	Greenville, S. C.	Arwood, J. C.	Witherspoon, H. A.
320	Dayton, Ohio.	Messler, W. N.	Hamilton, C.
321	Springfield, Mo.	Risser, O. E.	Crooks, F. M.
322	Lindsay, Ont.	Kelley, W. R.	Thompson, G.
323	Columbia, S. C.	Brown, W. R.	Atwell, W. H.
324	Bluefield, W. Va.	Gregg, T. A.	Lyons, E. M.
325	Grand Junction, Colo.	Gormley, A. T.	Madden, M.
326	New Castle, Pa.	Irwin, O.	Carnes, W.
327	Effingham, Ill.	Sheppard, L. M.	Borders, J. M.
328	Hillsboro, Texas.	Maher, J. T.	Lowrey, C. E.
329	Springfield, Ohio.	Phleger, C. T.	Fleming, C. M.
330	Emporia, Kas.	Thompkins, H. J.	Jacobs, C. L.
331	Columbia, Pa.	McManus, J. R.	Heafner, H. R.
332	Jonesboro, Ark.	Webb, J. A.	Barber, W. G.
333	Renovo, Pa.	Gallagher, J. J.	Bair, G. W.
334	Birmingham, Ala.	Land, M. J.	Camp, J. J.
335	Concord, N. H.	Follensbee, J.	Hackett, G. A.
336	Duluth, Minn.	Bahr, F. C.	McNaughton, J. M.
337	Baltimore, Md.	Garry, J. E.	Hoover, T. H. H.
338	Wichita, Kas.	Anderson, A.	Rosser, E. A.
339	Washington, Ind.	Smith, H. A.	Ingraham, R. B.
340	Gladstone, Mich.	Byers, I. B.	Curtin, H. F.
341	Norwich, N. Y.	Dorman, C. W.	King, C. T.
342	Junction, City, Kans.	Cunningham, R. B.	Cave, J. E.
343	Fairbury, Neb.	Duval, H. L.	Hough, J. E.
344	York, Ont.	White, J.	Garry, F.
345	Toronto Junction, Ont.	Walker, J. J.	Barnes, D. G.
346	Tomah, Wis.	Doxtader, F. L.	Dunn, C. A.
347	Dubuque, Iowa	Welsh, J. D.	Cassidy, J. M.
348	Tipton, Ind.	McNary, J. C.	O'Beirne, J. A.
349	Crewe, Va.	Smithson, C. S.	May, P. V.
350	Seattle, Wash.	Kilduff, H.	McDonald, P. R.

DIV.	LOCATION.	DELEGATE.	ALTERNATE.
351	Portsmouth, Ohio.	Dunn, J. S.	Hopkins, W. G.
352	Kenora, Ont.	McMurphy, A. J. D.	Law, E.
353	Estherville, Iowa.	O'Neil, W. A.	Harvey, E. M.
354	Hagerstown, Md.	Stitzel, M.	Booz, J. D.
355	Allandale, Ont.	McLennan, K.	Paton, T.
356	Great Falls, Mont.	Richardson, T. F.	Edwards, D. T.
357	Connellsville, Pa.	Ford, M. J.	Cunningham, F. M.
358	Thayer, Mo.		
359	East Albany, N. Y.	Cunningham, Geo. F.	Martin, G. F.
360	Two Harbors, Minn.	O'Rourke, W.	Wetherby, D. F.
361	Valley Junction, Iowa.	English, A. G.	Dinsmore, W. P.
362	Nevada, Mo.	Hedges, G. C.	May, H. E.
363	Norfolk, Neb.	Jacobs, E. H.	Pippin, B. P.
364	Oakland, Cal.	Stafford, W. V.	Bair, E. L.
365	Pensacola, Fla.	Connor, J. C.	Radcliff, F. B.
366	Brockville, Ont.	McConachie, R.	Parsley, T. H.
367	McComb City, Miss.	Wood, H. D.	Bills, C. F.
368	Argentine, Kas.	Tipton, F. M.	Wyatt, B. F.
369	Parkersburg, W. Va.	Stafford, T. J.	Murray, C. H.
370	Providence, R. I.	Helmer, I. J.	Pfänger, F. D.
371	Livingstone, Mont.	Ryan, J. F.	Stephens, A. H.
372	Raton, N. M.	Brennan, M. A.	Estes, P. D.
373	Green Bay, Wis.	Bon, L. L.	Mume, J. W.
374	Elmira, N. Y.	Bennett, B. L.	Lawrence, F. M.
375	Canon City, Colo.	Smith, A. H.	Ives, F. J.
376	Ashley, Ind.	Scott, J. S.	Carr, C. A.
377	Joliet, Ill.	French, E. B.	Lyman, E. E.
378	Washington, D. C.	Smith, G. M.	Beard, S. A.
379	Corbin, Ky.	Sigmon, M. G.	Worham, W. H.
380	Mesa, Ark.	Rosa, E. E.	Campbell, D. S.
381	Evansville, Ind.	Waltz, L. B.	Gebhart, F. C.
382	Pittsburg, Kas.	Comer, W. B.	Nichols, J. W.
383	La Fayette, La.	Brooks, Jas. W.	Kelly, Jas.
384	Tottenville, N. Y.	Gerow, Jas.	Reeves, W. J.
385	Ionia, Mich.	Merriam, A. W.	Mills, J. R.
386	East St. Louis, Ill.	Cherrington, L. W.	Brooks, R. L.
387	Wabash, Ind.	Kent, Fred.	Edwards, W. H.
388	Alton, Ill.	Brown, R. M.	Lampert, J. L.
389	Albuquerque, N. M.	Heady, S. D.	Pinney, E.
390	Hoisington, Kas.	Coleman, F. N.	Moran, T.
391	Long Island City, N. Y.	Apgar, W. W.	Kelly, B.
392	San Bernardino, Cal.	Rensch, C. F.	Reece, G. W.
393	Moose Jaw, N. W. T.	Wilcox, Geo.	Martin, R.
394	Haileyville, I. T.	Combs, J. H.	Fox, J. H.
395	Salt Lake City, Utah.	Simister, J. H.	Allen, E. C.
396	Longview Jct., Texas.	Hopkins, E. F.	Breeding, J. C.
397	Covington, Ky.	Duke, J. T.	Hall, S. D.
398	Del Rio, Texas.	Teasdale, W. G.	Buchanan, S. B.
399	Laredo, Texas.	Condren, A. J.	Bunn, W. Y.
400	Clinton, Ill.	Knowles, W. G.	Ireland, C. E.
401	Lehighton, Pa.	Begel, Wm.	Pennell, H. S.
402	Massillon, Ohio.	Bodle, F. S.	Fry, J. S.
403	Bangor, Maine.	Lowe, Jas.	Frost, J. L.
404	Kern City, Cal.	Guilfoyle, R.	Houghton, F. S.
405	Proctor, Minn.	Code, J. E.	McCurdy, J. A.
406	Monmouth, Ill.	Darling, J. T.	Hewitt, W. H.
407	Cranbrook, B. C.	Jackson, Jos.	Genest, J. A. A.
408	Evanston, Wyo.	Zipf, H. J.	Goen, G. B.
409	Salem, Ill.	Henderson, W. B.	Wakefield, J. W.
410	Belle Plaine, Iowa.	Lawler, J. H.	Ogilvie, Thos.
411	Puebla, Mexico.	Affanstranger, J.	Whiting, I. C.
412	Fresno, Cal.	Richardson, C. H.	Pugh, C. D.
413	Boston, Mass.	Parant, J. H.	Silsbee, G. A.
414	Whitefish, Mont.	Bywater, S.	Cadwell, F. W.
415	Sapulpa, I. T.	Van Ness, H. A.	Rosenberry, A. G.
416	Pottsville, Pa.	Matthews, J. M.	Schumaker, G. F.
417	Woodsville, N. H.	Gale, H. C.	Strobridge, F. H.
418	Princeton, Ind.	Ryan, J. D.	Mennier, J. W.
419	Shreveport, La.	Tobin, W. H.	Owens, P.
420	Stellarton, N. S.	McLeod, G. A.	McKay, G. A.
421	Amarillo, Texas.	Flack, J. S.	Alberts, W. S.
422	Chaffee, Mo.	Riggs, E. H.	
423	Dalhart, Texas.	Vail, F. H.	McKean, R. H.
424	Gulfport, Miss.	Ruffin, D. W.	Langworthy, E.
425	Roseburg, Ore.	Blew, G. E.	Maddox, B. W.
426	Dunmore, Pa.	Correll, W. E.	Lyden, P. H.
427	Alliance, Neb.	Cotant, W. E.	Highland, L. H.
428	Monclova, Mexico.	Callahan, J. E.	Watson, W. H.
429	Sault Ste. Marie, Mich.	LaBranch, G. J.	Findlay, J.
430	Mart, Texas.	Manning, W. J.	McIntosh, C. M.
431	Greensboro, N. C.	Witherspoon, W. S.	Guthrie, C. B.
432	Monterrey, Mexico.	Harbin, B. H.	Christenot, H. C.
433	Pitcairn, Pa.	Lockhard, H.	Holohan, J. E.
434	Greenville, Texas.	Ellison, D. C.	Bowen, J. H.
435	Clearfield, Pa.	Butler, W. A.	Summers, H. B.
436	Chihuahua, Shops, Mexico.	Shea, W. P.	Collins, J.
437	Eldon, Iowa.	Forrest, I.	Whistler, G. W.
438	Eldon, Mo.	Phillips, J. A.	Johnston, H. N.
439	Sheridan, Wyo.	Johnson, H.	Russell, A. L.
440	San Louis, Obispo, Col.	Nichols, C. O.	Hankenson, R. R.

DIV.	LOCATION.	DELEGATE.	ALTERNATE
441	Alamosa, Colo.	Ginn, R.	Hyndman, W.
442	Wheeling, W. Va.	Baggs, W. W.	Grott, H. B.
443	DuBoise, Pa.	McNaughton, W. H.	Evans, W. B.
444	Olean, N. Y.	Swartz, E. A.	Kuhn, S. H.
445	Delmar, Md.	Frazier, J.	Renninger, H. D.
446	Altantic City, N. J.	Morrison, G. W.	Brady, E. T.
447	Carnegie, Pa.	McCaffrey, J. E.	Shay, T. C.
448	Breckenridge, Minn.	Crowder, T. N.	O'Kane, W. A.
449	Harrisburg, Pa.	Moyer, J. W.	Young B. F.
450	Alexandria, Va.	Smithers, W. B.	Sherman, R. H.
451	Hamlet, N. C.	Sondley, G. B.	Bell, O. H.
452	Richmond, Va.	Meagan, M. J.	Finfrock, J. W.
453	Enderlin, N. D.	Foster, F. R.	McEachern, N.
454	Marshall, Texas.	Niemeyer, E. H.	Baves, T. W.
255	Florence, S. C.	Jones, L. C.	Johnson, J. E.
456	Everett, Wash.	Richer, Wm.	Hatch, B. R.
457	Atlanta, Ga.	Wells, W. L.	Gilmer, R. L.
458	Lakeland, Fla.	Norvell, W. C.	Conner, W. B.
459	Champaign, Ill.	Willis, W. W.	Bold, R. A.
460	Nelson, B. C.	Bradshaw, J. C.	Peck, T. C.
461	Whitehall, N. Y.	Rhoades, J. E.	Carswell, F. K.
462	Antigo, Wis.	Fenn, C. D.	Cleary, Ed.
463	Calgary, Alberta.	Clark, G. W.	Dalton, J. R.
464	Brandon, Man.	Henderson, Jas.	Rimph, O.
465	Salamanca, N. Y.	Kehoe, J. E.	Evans, F. L.
466	Houghton, Mich.	Avery, C. E.	Murray, E.
467	Carnegie, Pa.	Rankin, R. H.	Bigleman, L. C.
468	Enid, O. T.	Hansen, D. M.	Gettel, J. W.
469	Watertown, N. Y.	Carnes, W. D.	Nichols, A.
470	Los Angeles, Cal.	Sparks, O. D.	
471	Pittsburg, Pa.	Getchell, E. P.	Thomas, A. H.
472	Fairmont, W. Va.	Vannort, W. E.	Lehman C. E.
473	St. Mary's, Pa.	McAlister, I. T.	Snyder, T. J.
474	Douglas, Ariz.	Carothers, J. B.	Wattles, H. L.
475	Cotter, Ark.	O'Donnell, J. F.	Douglas, C.
476	Oklahoma City, O. T.	Vance, E. W.	Hite, E. H.
477	Charlottesville, Va.	Blain, H. L.	Spicer, F. W.
478	Tonopah, Nev.	Paul, W. E.	Lewis, J. R.
479	Milan, Mo.	Lins, F. J.	Bunnell, G. Y.
480	Silsbee, Texas.	Stevens, G. W.	Russ, J. V.
481	Tekoa, Wash.	Butler, J. J.	McKinney, J. A.
482	Cedartown, Ga.	Ruff, J. W.	Morgan, L. C.
483	Minot, N. D.	Hayes, F. H.	Hopkins, A. L.
484	Chambersburg, Pa.	Mickey, H. D.	Klee, A. E.
485	Cartersville, Ga.	Corbitt, A. L.	Julian, J. L.
486	Paris, Ky.	Throckmorton, J. W.	Herrick, J.
487	Revelstoke, B. C.	Hopgood, I. E.	Beck, J.
488	Williamsport, Pa.	Eisele, W. L.	Zeigler, W. A.
489	Riviere du Loup, Que.	Arcand, A.	Aubin, A.
490	Jersey City N. J.	Boughner, C. L.	Ginocchio, L. F.
491	Weston, W. Va.	Twyman, J. W.	Miles, W. F.
492	Palmerston, Ont.	Kee, F. N. P.	
493	Prescott, Ariz.	Loux, C. E.	Burgett, F. L.
494	Windsor, Ont.	Stewart, D.	Storey, J.
495	No. Brattleford, Saskatchewan		
496	Ottumwa, Iowa	Bell, A. W.	Hanrahan, T. J.
497	Keyser, W. Va.	Burke, J. J.	Compton, J. T.
498	Hillyard, Wash.	Southwick, H. L.	Steadmani G. I.
500	New London, Conn.	Smith, R. M.	Wadham, E. W.

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LEGAL

Legal Decisions of Interest to Railroad Men.

Prepared for The Railway Conductor by COLIN P. CAMPBELL, Grand Rapids, Mich.

Liability to Conductor Injured By Fall on Platform.

The testimony disclosed the following case: Defendant maintained a freight depot at Winston, "consisting of two parts, connected by one floor; the west end, warehouse building and rooms in which the employees work, the east end consisting of a wide platform covered by a shed. In the floor, on the next side to the railroad track, were steps leading down from the platform to the track. These steps were cut into the platform about three feet. A railing had been placed around the steps, but was gone at the time of the injury. Plaintiff was employed by defendant as freight Conductor. On the night of June 26, 1903, being dark and stormy, he received orders to take charge of a freight train going to Greensboro. He got his waybills from the freight office, and with a lighted lantern was going to his train, standing on the track. The lights along the platform were out. As he came out of the freight office, the wind blew his lantern out. He did not return to light it, but continued along the platform, feeling his way with his feet. He was going south to reach the steps which he usually used for the purpose of going to his train. He says that he "never hardly used the steps" cut into the platform. In his efforts to use them on the night in question, he lost his footing and fell, striking his head against the track. In his own language he describes the fall: "It was a very bad night, rainy, wind blowing, very dark, no light on the platform anywhere. I was feeling my way, and fell head foremost down through

the hole, and struck my head against the rail and wheel together. I remember hitting my head between the wheel and the track. It seemed to cover my whole head. I don't remember anything else until the next day at dinner time. There was no railing at all, nothing to protect me whatever, simply a hole and a pair of steps. I was just feeling along with my feet. There was no light anywhere." Upon cross-examination he says that he usually got his waybills by going around the other way. "When I fell, I had started down. I knew the steps were there, do not know how many, think more than three." Defendant contends that upon these facts his honor should have held, as a question of law, that plaintiff was guilty of contributory negligence. It is clear that it was negligent to permit the platform to be in darkness while plaintiff was required, in the discharge of his duty, to pass along it. This is especially so when we recall that the steps cut into the platform some 2½ or 3 feet, and that the railing had been removed. Defendant says, however this may be, it supplied the plaintiff with a lantern, and that when blown out by the wind it was his duty to return to the freight office and relight it. The court said: The principles of law governing the case are well settled. If it can be said that the plaintiff's duty to return to the office and light his lantern was so manifest and his failure to do so clearly negligent, so that two reasonable minds could come to but one conclusion in regard thereto, the authorities sustain defendant's contention. On the other hand, if measured by the

standard of conduct which would control the reasonably prudent man under similar circumstances, his conduct is capable of more than one reasonable inference. The decision of the question was properly left to the jury. Plaintiff was not injured by reason of falling into a hole, the existence of which was unknown to him. There was no negligence in the position or construction of the steps, but it was the duty of defendant to have and maintain sufficient light along the platform and near the steps, or to have a railing, so that their employes could use them with reasonable safety. This was a positive duty, the failure to perform which makes the defendant liable, unless the danger in using them was so manifest and obvious that no prudent man would do so in the absence of lights. In passing upon this question his honor was compelled to take into consideration the whole evidence, and fix the standard of duty, applying the legal test of prudence. It cannot, we think, be said that, using his senses, members, and knowledge of surrounding conditions, as described by plaintiff, he was manifestly regardless of his safety. Common observation teaches us that many persons, clearly within the pale of ordinary prudence, feel their way along steps in the dark. We can hardly think that by doing so they can be said to be clearly and obviously negligent. While it may have been wise for the plaintiff to return and relight his lantern, yet, in view of the fact that the train of which he was ordered to take charge was ready to move and the time for its departure had arrived, that it was late at night, and that the same wind which blew out his lantern

would probably do so again, we think that he was entitled to have his conduct in this respect submitted to the jury. The standard of duty imposed upon plaintiff is the same in both cases. He must exercise ordinary care which the ideal prudent man would have exercised under the existing conditions. What would constitute such care on the part of a person walking along the platform properly lighted, or doing the same thing in the dark, would, of course, differ essentially. If, after his light was extinguished, plaintiff had exercised no more care to avoid injury than before, he could not be said to exercise ordinary care. This demand upon him he met by "feeling his way along with his feet"—a most natural mode of avoiding the hole in the floor—and going down the steps when he reached them. He appreciated the necessity for caution, and says that he exercised it, and in this the jury found with him. If he had walked briskly along the platform when dark in the same manner as if lighted, we apprehend the judge would not have hesitated to enter judgment of nonsuit. The defendant's negligence in not having light did not absolve him from the duty to return to the freight office and relight his lantern. Suppose that he had done so, and it had, by the same cause, been again extinguished. Must he refuse to perform the duty imposed upon him to take the train out, or was it not his duty to try, by the exercise of ordinary care, to reach his train by using the way provided for doing so? Judgment affirmed.

Beard vs. Southern Ry. Co., 55 S. E. Rep. 505.



FORUM OF STANDARD TRAIN RULES

Edited by George E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

A CORRECTION—We have a letter from Brother McComos, in regard to our answer to his question in the October issue. He has given us more information on the subject which puts a different aspect to the case. It seems that trains are not scheduled beyond Paola on M. K. & T. time-table and this of course has the effect of making Paola an initial station on that division for No. 435. We therefore wish to correct our statement made in October issue as the schedule would date from its initial station on that division, which would be Paola. It can hardly be said that they use joint tracks as the tracks used are Frisco tracks.

EDITOR FORUM—No. 3, 1st class 70 2nd class train. No 70 holds order thirty-one—C. & E. No. 3 and No. 70:—No. 3 will wait at Mineral City until 7:50 p. m. for No. 70. Please state what time No. 70 has to be in to clear for No. 3 at Mineral City.

A CONDUCTOR.

ANSWER—No. 70 must be clear at Mineral City at 7:45 p. m.—the time stated in the order must be cleared the same number of minutes that No. 70 would be required to clear the schedule time if no orders were issued.

EDITOR FORUM—Please tell me if a schedule train can be run ahead of time under the standard code. I say no, though there is a division superintendent here who claims that it can, and when an order is given only half way over a division to an engine to run extra to the half way point, I claim that it is absolutely necessary that a red signal be displayed at that point until the extra arrives.

DIVISION 436.

ANSWER—A regular train cannot be run ahead of time under the standard code, and the committee here ruled that the practice should not be permitted. There is no necessity for a red signal at the terminal of an extra train. If there are opposing extras they should be protected by a train order in the regular manner.

EDITOR FORUM—Please give us your opinion in next issue of CONDUCTOR on following orders:

Orders Nos. 35 and 37 addressed to train 23 first class west bound at B.

Order No. 35 reads, No. 23 will run five hours late B to D. Order 37 reads, that Eng. 14, east has right over No. 23 B to D. No. 23 losing time on account of wire trouble met engine 14 at A, first station east of B on time order which was sent to 23 at A. After meeting Eng. 14 at A, No. 23 proceeded to B and conductor signed up orders 35 and 37. Train about six hours late arriving at B.

Above mentioned orders had been O. Kd. to dispatcher, but in the meantime wires went down and complete could not have been obtained from dispatcher. Now the question is, has No. 23 the right to proceed to D on clearance card from operator without the complete to orders Nos. 35 and 37, or must they be treated strictly as holding orders, wires still being down and operator unable to get complete to same.

A CONDUCTOR.

ANSWER—Under standard rules No. 23 would be tied up at B until "complete" could be obtained to order No. 35—when extra 14 east arrives at B order No. 37 was fulfilled. We think the code is weak on this point and should provide in case of wire failure that an order which has

been O. Kd. could be acted upon the same as if complete had been given, as no harm could come from such an arrangement.

EDITOR FORUM—The district extends from Rawlins to Green River, dispatchers handle trains Rawlins to Wamsutter and Wamsutter to Green River. West bound trains have right over east bound of the same or inferior class.

No. 55 is due to leave Rawlins 10:10 p. m. and due to leave Wamsutter 1:19 a. m.

On January 10 following order was put out on west end:

"Order No. 5. No. 55 of January 9th is annulled between Wamsutter and Green River."

Almost all trainmen refused to use this order account No. 55 due out of Wamsutter on the 10th and some claimed that dispatcher could run No. 55 out of Wamsutter on that date.

AN OLD HEAD.

ANSWER—Rawlins to Green River must be considered as one district or division unless the time-table designates Rawlins to Wamsutter and Wamsutter to Green River as sub-divisions. Trains take their date from the time table at their initial station on a division or sub-division.

EDITOR FORUM—Order No. 1, to 2nd class trains. Eng. No. 361 will work extra from five (5) a. m. until eight (8) p. m. between Coster and Clinton, protecting against second class trains. Now at Clinton I get order No. 50.

To C. & E. No. 88.

No. 88, Eng. 690, will meet work Extra 361 west at Peak. Complete is given at 7:00 p. m. I go to Peak and at 8 p. m. work extra 361 has not arrived and their working limits are up at 8 p. m. The question is, can I proceed after 8 p. m. or has the dispatcher a right to extend the limits of this work extra without first getting No. 88 or without the knowledge of 88? Peak is a non-telegraph station.

O. R. S.

ANSWER—Orders must not contain information not essential to the movement which is being made. It therefore follows that whatever enters an order must be considered as essential. At 8 p. m. work extra 361 is dead and No. 88 holds the order which defines the limit on work extra 361 just as decisively as Rule 82 fixes the life of a regular train. In my opinion the dispatcher has not the right to extend the time limit without first giving No. 88 a copy of the order. At 8 p. m. No. 88 holds two orders, one directing them to meet ex-

tra 361 at Peak and the other advising them that work extra 361 ceases to exist at 8 K. The rules do not provide that No. 88 may disregard the meet order because extra 361 is dead, but we think they should be provided. However, until they do, the safest course for No. 88 would be to flag to the next open telegraph office. This is a matter upon which every road should make a ruling or furnish a rule for guidance.

EDITOR FORUM:

Train Order No. 18.

Jefferson City, Jan. 5, 1907.

[31] C. & E. No. 7 at Washington.

No. 7 Eng. 5506 will wait at Herman until 4:27 a. m. and No. 10 Eng. 5510 will wait at Gascondale until 4:50 a. m. for extra 17 west. (Sig.) S. R. B. Complete to No. 9 3:53 a. m.

Kindly give ruling on above order as between Ex. 17 west and No. 7, a west bound superior train. One condition that might have arisen is an accident to En. 17 whereby No. 7 would pass Ex. 17 east of Herman. If this were the case and No. 7 reached Herman, say, at 4:20 with the order still in force, what would be her duty? Is this a proper order to move an inferior train ahead of a superior train in same direction?

E. E. WILLIAMS.

St. Louis, Mo.

ANSWER—In our opinion this form of order was not intended to move trains ahead of a superior train as the explanation is inadequate for such movement. We therefore regard it as an improper order—Ex. 17 west should have been given an order to run ahead of No. 7 or an order that No. 7 would run late.

EDITOR FORUM—Will you please give your opinion of the following orders (N. Y. C. & H. R. R. system.) Even Nos. run east and eastward bound trains are superior by direction. How will No. 19 be governed? There is some difference of opinion in regard to the action No. 19 will take.

F. R. McKELVY.

Clearfield, Pa.

Order No. 1.

C. & E. No. 19 at A.

No. 19 will meet No. 122 at F.

D. W. D.

Order No. 2.

C. & E. No. 19 at B.

No. 19 will meet 1st 122 at D instead of F, and 2nd 122 at E instead of F.

D. W. D.

Order No. 3.

C. & E. No. 19 at C.

Order No. 2 is annulled. No. 19 has right over No. 122 C to G.

D. W. D.

ANSWER—Orders once in effect continue so until fulfilled, superseded or annulled—order No. 1 was superseded by order No. 2 (provided there were only two sections of No. 122) and order No. 3 annulled order No. 2. This had the effect of voiding orders No. 1 and No. 2 and leaving only the last sentence of order No. 3 in force which gave No. 19 right over No. 122 C to G.

EDITOR FORUM—Will you please answer the following questions?

Order No. 1.

Eng. 216 will work extra 6 a. m. until 6 p. m. between A and B.

At 10 a. m. Eng. 216 gets order No. 2.

Order No. 2.

Eng. 216 will run Ex. B to C and return Ex. to B.

Eng. 216 arrives at B at 12:30 p. m., has Eng. right to work Ex. between A and B on order No. 1 without further orders? Does order No. 2 supersede order No. 1?

J. P. CLEARY.

Pottach, Idaho.

ANSWER—Yes, order No. 1 remains good, see rule 220. Order No. 2 does not supersede order No. 1.

EDITOR FORUM:

Order No. 94.

Helena, 1-15-07.

Eng. 1580 will run as No. 54, Helena to Bozeman.

Order No. 95.

Townsend, 1-15-07.

Order No. 94 is annulled.

Order No. 96.

Townsend, 1-15-07.

Eng. No. 1556 will run as No. 54, Townsend to Bozeman.

Question is can Eng. No. 1556 resume the rights and schedule of train No. 54 from Townsend to Bozeman on this date

under standard rules? Some of our boys claim that in annulling order No. 94 they have annulled train No. 54 and some claim that order No. 95 only annuls the engine that is running on train No. 54. Please render a decision.

Livingston, Mont.

E. J. H.

ANSWER—Order No. 95 simply annuls the order which gave engine 1580 the right to use schedule No. 54, but does not annul that schedule. Order No. 96 gives engine 1556 authority to use schedule 54. The orders are correct and safe.

EDITOR FORUM—Please give decision on the following questions as we are receiving and using both orders.

Order No. 1.

Eng. 500 will run extra A to E with right over extra 480 east A to C, but will not pass C unless extra 480 east has arrived.

Extra 500 arrives at C and receives order No. 2.

Order No. 2.

Extra 500 west will meet extra 480 east at D.

Question is has extra 500 a right to proceed to D or should they have the annulment to that part of order No. 1 reading extra 500 will not pass C unless extra 480 east has arrived. We are working under standard rules and east bound trains have right over west bound trains of same class.

E. J. H.

Livingston, Mont.

ANSWER—Order No. 1 is not a proper order to use for this movement but when it is used its provisions remain in force until fulfilled, superseded or annulled and as order No. 2 does not supersede or annul order No. 1, extra 500 cannot leave C on order No. 2.

Order No. 1 should have read "Eng. 500 runs extra A to E and will meet extra 480 east at C."



OFFICIAL CHANGES

M. F. Doran has been appointed trainmaster of the St. Louis & San Francisco at Sapulpa, I. T.

N. B. Walton has been appointed assistant trainmaster of the Grand Trunk at Palmerston, Ont.

T. F. Gardner has been appointed trainmaster of the Missouri, Kansas & Texas at Denison, Tex.

W. B. Denham has resigned as general manager of the Georgia, Florida & Alabama to become manager of the Tampa Northern.

C. T. Mason has been appointed superintendent of telegraph of the Trinity & Brazos Valley, with headquarters at Teague, Tex.

A. P. Tanner has been appointed trainmaster of the Fort Worth, Rio Grande and St. Louis & San Francisco of Texas at Ft. Worth, Tex.

E. N. Botsford, trainmaster of the Union Pacific at Salt Lake City, has been appointed assistant superintendent of the Utah division, with office at Ogden, Utah.

P. L. McManus, heretofore superintendent of the Charlotte division of the Southern, has been appointed assistant general manager, with headquarters at Washington, D. C.

J. Russell, heretofore division superintendent of the Missouri Pacific at Omaha, Neb., has been appointed division superintendent of the Chicago, Burlington & Quincy at Beardstown, Ill.

U. S. Rea has been appointed trainmaster of the Ft. Worth division of the Chicago, Rock Island & Pacific and of the southern and Amarillo divisions of the Chicago, Rock Island & Gulf, with headquarters at Ft. Worth, Tex.

H. A. Boomer, heretofore assistant general superintendent of the Lake Erie & Western and the Northern Ohio, has been appointed general superintendent of those roads, with office at Indianapolis, Ind.; effective on January 15.

W. J. Henry has been appointed trainmaster of the Louisiana & Arkansas at Stamps, Ark.

F. M. Hawley has been appointed trainmaster of the Allegheny and Bradford divisions of the Erie.

H. G. Kruse has been appointed superintendent of the Peoria & Pekin Union, with headquarters at Peoria, Ill.

L. A. Boyd has been appointed general manager of the Raleigh & Charleston, with headquarters at Marion, S. C.

I. W. Payne has been appointed assistant trainmaster of the New York Central & Hudson River at Albany, N. Y.

J. H. Jackson, trainmaster of the St. Louis & San Francisco, at Sapulpa, I. T., has been transferred to St. Louis, Mo., in a similar capacity.

B. E. Miller, trainmaster of the Chicago, Rock Island & Pacific at Iowa Falls, Ia., has been transferred to Cedar Rapids, Ia., in a similar capacity.

H. V. Milliker has resigned as superintendent of the Utah division of the Oregon Short Line, and has been succeeded by W. E. Costello, with headquarters at Salt Lake City, Utah.

F. H. Benjamin, trainmaster of the Louisville & Nashville at Nashville, Tenn., has been appointed inspector of transportation at New Orleans, La. F. G. Bement has been appointed to succeed Mr. Benjamin as trainmaster.

H. A. McCulloch, heretofore marine superintendent and general agent of the traffic department of the Mexican Railway at Vera Cruz, Mex., has been appointed assistant general manager of the Pan-American Railroad.

T. A. Wilson, heretofore trainmaster of the Missouri, Kansas & Texas at Denison, Tex., has been appointed superintendent of the Waco, Houston, San Antonio and Austin divisions, and Belton branch, with headquarters at Smithville, Tex.

G. S. Waid, trainmaster of the Galveston, Harrisburg & San Antonio at El Paso, Tex., has been appointed assistant superintendent at that point, and the former position has been abolished.

H. C. Storey, heretofore trainmaster of the Santa Fe, Prescott & Phoenix, has been appointed superintendent, with headquarters at Prescott, Ariz. The office of general superintendent has been abolished. Effective on January 1.

L. P. Van Woert, trainmaster of the Fall Brook district of the New York Central & Hudson River, has been appointed assistant superintendent of that district, with office at Corning, N. Y. F. D. Clark succeeds Mr. Van Woert as trainmaster at Corning.

J. C. Code has been appointed assistant superintendent of the lines east of Toledo of the Wheeling & Lake Erie, the Wabash Pittsburg Terminal and the West Side Belt, his special duty being to have full charge of the power and train service, with office at Canton, O.; effective on January 1.

James T. Gillick, division superintendent of the Chicago, Milwaukee & St. Paul at Des Moines, Ia., has been transferred to Chicago as superintendent of the Chicago & Milwaukee division. J. M. Oxley, trainmaster at Marion, Ia., succeeds Mr. Gillick as superintendent of the Des Moines division.

A. P. Hall, heretofore division superintendent of the Gulf, Colorado & Santa Fe at Beaumont, Tex., has been transferred to Cleburne, Tex., as division superintendent. John Glenn, trainmaster at Cleburne, has been appointed division superintendent at Beaumont, in place of Mr. Hall. Effective on January 1.

H. A. Fabian has been appointed assistant to the president of the New York, New Haven & Hartford, with office at New Haven, Conn. Heretofore Mr. Fabian has been private secretary to President Mellen. E. G. Buckland, heretofore attorney, with office at New Haven, has been appointed vice-president, with headquarters at Providence, R. I.

F. B. Harriman, general superintendent of the Illinois Central lines north of the Ohio river, has been appointed general manager, to succeed I. G. Rawn. Mr. Harriman is succeeded as general superintendent by C. L. Ewing, heretofore division superintendent at Carbondale, Ill. C. R. Wescott, trainmaster at Carbondale, has been appointed superintendent of the Springfield division, with office at Clinton, Ill. George W. Berry succeeds Mr. Wescott at trainmaster at Carbondale.

H. H. Thatcher has been appointed assistant superintendent of the Southern Railway in Mississippi at Meridian, Miss.

G. B. Fallis, division superintendent of the Missouri Pacific at Chester, Ill., has been appointed superintendent of the Charlotte division of the Southern Railway.

E. E. Young, trainmaster of the Chicago, Burlington & Quincy at Lincoln, Neb., has been appointed superintendent of the McCook division, with office at McCook, Neb.

James R. Welch, heretofore chief train dispatcher of the Chicago, St. Paul, Minneapolis & Omaha at St. James, Minn., has been appointed assistant division superintendent at Spooner, Wis.

W. H. Jones, heretofore trainmaster of the Oregon Short Line at Pocatello, Idaho, has been appointed assistant superintendent at that point. J. P. Folger has been appointed trainmaster of the Idaho division of that road and of the Wyoming Western Railroad, with office at Kemmerer, Idaho.

J. M. Davis, formerly assistant general superintendent of the Central district of the Great Northern, has been appointed assistant general superintendent of the Oregon Short Line, the Southern Pacific lines east of Sparks, Nev., and the Union Pacific lines west of Green River, with headquarters at Salt Lake City, Utah.

F. S. Wiegel has been appointed assistant superintendent of the Pittsburg & Lake Erie at McKees Rocks, Pa. E. E. Reading has been appointed assistant trainmaster at McKees Rocks. B. Hornbeck, in addition to his duties as general yardmaster at Dickerson Run, Pa., is appointed assistant trainmaster of the Youghiogheny division.

Garrett Davis, district engineer of the Chicago, Rock Island & Pacific at Cedar Rapids, Ia., has been appointed superintendent of the Minnesota division, with headquarters at Cedar Rapids, Ia. William Rudd, trainmaster at Shawnee, Okla., has been appointed superintendent of the Indian Territory division, with office at Haileyville, I. T. John McGie, master mechanic at Little Rock, Ark., has been appointed superintendent of the Pan-Handle division with headquarters at Geary, Okla. M. McKernan trainmaster at Topeka, Kan., has been appointed superintendent of the Ft. Worth division, with office at Ft. Worth, Tex., and is succeeded as trainmaster at Topeka by C. J. Kerr, heretofore service inspector. William F. Shehan, trainmaster at Haileyville, I. T., has been transferred to Shawnee, Okla., in a similar capacity.

MENTIONS

*Free Passes and Free Transportation Prohibited.

"No common carriers subject to the provisions of this act shall, after January first, nineteen hundred and seven, directly or indirectly, issue or give any interstate free ticket, free pass, or free transportation for passengers, except to its employees and their families, its officers, agents, surgeons, physicians, and attorneys at law; to ministers of religion, traveling secretaries of railroad Young Men's Christian Associations, inmates of hospitals and charitable and eleemosynary institutions, and persons exclusively engaged in charitable and eleemosynary work; to indigent, destitute and homeless persons, and to such persons when transported by charitable societies or hospitals, and the necessary agents employed in such transportations; to inmates of the National Homes or State Homes for Disabled Volunteer Soldiers, and of Soldiers' and Sailors' Homes, including those about to enter and those returning home after discharge and boards of managers of such Homes; to necessary caretakers of livestock, poultry, and fruit; to employees on sleeping cars, express cars, and to linemen of telegraph and telephone companies; to Railway Mail Service employees, post-office inspectors, customs inspectors and immigration inspectors; to news-boys on trains, baggage agents, witnesses attending any legal investigation in which the common carrier is interested, persons injured in wrecks and physicians and nurses attending such persons: *Provided*, That this provision shall not be construed to prohibit the interchange of passes for the officers, agents, and employees of common carriers, and their families; nor to prohibit any common carrier from carrying passengers free with the object of providing relief in cases of general epidemic, pestilence, or other calamitous visitation. Any common carrier violating this provision shall be deemed guilty of a misdemeanor and for each offense, on

conviction, shall pay to the United States a penalty of not less than one hundred dollars nor more than two thousand dollars, and any person, other than the persons excepted in this provision, who uses any such interstate free ticket, free pass, or free transportation, shall be subject to a like penalty. Jurisdiction of offenses under this provision shall be the same as that provided for offenses in an Act entitled "An Act to further regulate commerce with foreign nations and among the states," approved February nineteenth, nineteen hundred and three, and any amendment thereof."

Brother E. E. Clark was in our office the other day and showed us a "Life Membership" card presented to him by Wahsatch Division No. 124, of which he became a member May 1, 1887. The card is practically like our Division cards, but a little larger and is solid gold, fitted into a slide and all enclosed in a handsome morocco vest pocket case.

Wahsatch Division certainly "did itself proud" in this beautiful memento and Brother Clark will no doubt treasure it as one of his most cherished tokens of the estimation in which he is held by 124.

Our readers will do doubt be pleased to welcome Messrs. Crofts & Reed back to our advertising pages as they were so highly recommended to us a little more than a year ago by Brother W. M. Clark, Grand Junior Conductor, at that time Chief of Division No. 1, and Brother C. H. Warren, Secretary of that Division. This excellent firm has customers on its books who have bought constantly from it all the time it has been in business, about eighteen years. This certainly speaks well for the quality of their goods and premiums. We are sure our readers will be exercising good judgment and saving good money by buying soaps, flavoring extracts, coffees, teas, etc., from this house.

*Extract from Rate Bill passed by Congress June 30, 1906.

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

We acknowledge invitation to be present at the Ninth Annual Ball given by Superior Division No. 288, Monday, Feb. 11, 1907.

Glad to note the appointment of Brother J. J. Payne as general yardmaster, nights, for the Southern Pacific Company at Los Angeles, Cal.

We are pleased to note that Brother A. D. McKinney of Division 186 has been appointed general yardmaster for the Southern Steel Co. at Gadsden, Ala.

Anyone knowing the whereabouts of Brother T. C. Weaver will kindly communicate the same to Mrs. Elizabeth Weaver, his mother, 223 So. 5th St., Steubenville, Ohio.

Any one knowing the present address of Dan. F. Bergan, telegraph operator or trainman, last heard of was employed as switchman for the C. B. & Q. Ry. Co., at Lincoln, Neb. Notify M. P. Bergan, Gillespie, Ills.

Information is wanted of Albert Stegall, the eighteen year old son of Brother R. B. Stegall, secretary of Division 148, Chattanooga, Tenn. Address Brother Stegall, care Yard office, C. N. O. & Q. P. Ry., if have any news of his son.

It will be remembered that the whereabouts of Brother Peter McGowan was asked for in the December CONDUCTOR. He disappeared quite mysteriously Nov. 17, last. We have been informed that his body has just been found frozen in a cake of ice in Arthur Kill.

Brother H. F. Keeler of Division 159 writes that his grip was stolen out of his train recently. His O. R. C. receipts and other private property were in the grip, if anyone finds them, kindly send to W. A. White, Apartado 2030 City of Mexico, Mexico.

We are glad to note that the Texas Legislature elected Brother E. B. Willis assistant sargent at arms of that honorable body. It is a dead sure thing they could not get a better man and we don't place any limitations on the use of the word "better" either.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Glad to note that H. I. Gardner has been appointed trainmaster of the Fitchburg Division, (Western Section) Boston and Maine R. R. with headquarters at Mechanicsville, N. Y. Brother Gardner is secretary-treasurer of Division 171.

We have received from the passenger department of the Southern Pacific Railroad, a pamphlet containing a list of hotels in and close to San Francisco. From this it certainly appears that no one need fear a lack of hotel accommodation, if contemplating a trip to San Francisco.

We take pleasure in noting the appointment of Brothers D. W. Cacklin and C. A. Bates as traveling conductors for the Wheeling & Lake Erie Railroad. The former with jurisdiction, Columbia to Pittsburg, Stubenville to Wheeling, and the latter, Columbia to Toledo and the Huron Branch.

Glad to note that Brother Hunter Cole of Division 419 has been appointed General Yardmaster at Port Arthur, Texas, for the Kansas City Southern Railway (Port Arthur Route). Brother A. C. Green, who occupied the position before, has been appointed to a more responsible position with the A. T. & S. F. at La Junta, Col.

WANTED—The address of Jos. D. McAfee, height about 5 ft. 10 in., brown eyes and reddish brown hair, age 23. Was a brakeman on some road in Arkansas. When last heard from, 2 years ago, was sick in hospital in Denver. Anyone knowing his present address will confer a favor by notifying his brother, E. L. McAfee, 1214 Missouri St., El Paso, Texas.

497—QUEENS POINT, KEYSER, W. Va., 1st & 3d Sun., 1:30 p. m., Eagle Hall.
J. J. Burke.....C.
R. F. Pell, Box 571.....S.
Organized by Brother W. H. Budd.

500—NEW LONDON, NEW LONDON, CONN., meets 2nd and 4th Sundays, 2 p. m., Mohegan Hall.
F. W. Newell, 9 Steward St.,.....C
G. L. Spafford, 73 Mountain Ave.,....S
Organized January 20, 1907, by Brother J. Wall.

We have received an invitation to attend the third Annual Ball of Everett, Washington, Division 456, February 14th. The invitation is in the form of a 31 train order and is made O. K. or 9. K. P. and is annulled after 2:30 a. m. No chance for overtime.

We have received a copy of the Christmas Souvenir edition of "Selma, Alabama, of Today," a Trades magazine. We note in the advertisement of Brother W. P. Stewart of the firm of Stewart & Wilson's Peerless Dye Works. Constantly are we being reminded that a successful railroad man can achieve success in any line of work.

Free to Subscribers.

BEAUTIFUL FRAMED PICTURE.

The Twice-a-Week Republic, of St. Louis, Mo., is giving away a beautifully framed picture, size $5\frac{1}{2} \times 7\frac{1}{4}$ inches, to everyone sending \$1 for a year's subscription to their great semi-weekly paper and Farm Progress, a monthly agricultural paper published by The Republic.

This offer is open to both new and old subscribers. If you are taking the paper at present, send in your dollar and have your time marked up for one year and get one of these beautiful pictures without any extra cost.

The pictures are genuine works of art, done in nine colors. Two of them are heads of beautiful girls. One wears a black picture hat and has two roses pinned to her pink bodice. If this one is desired, order No. 10, "The Spring Girl" No. 11, or "The Summer Girl," wears a light brown picture hat, trimmed with light green. She also wears a white and green waist, with a bunch of very pretty flowers at her breast. The remaining picture, or No. 12, is a three-quarter length picture representing "The Winter Girl," with a long coat, boa about her neck and a muff.

The frames are made of rounded metal and are all black. To tell them from real ebony it would be necessary to take them from the wall for examination. The pictures and frames are neat and pretty enough to grace the walls of a millionaire's home. There is nothing cheap or shoddy looking about them. They cannot be duplicated in the retail stores for less than 50 cents. The best recommendation that we can give them is to say that if you are not thoroughly satisfied with your picture they will refund the money for your subscription and pay the postage for returning the picture to them.

If you are already a subscriber to the TWICE-A-WEEK REPUBLIC, or if you want only the agricultural monthly,

Farm Progress, send a silver dime for one year's subscription to this big sixteen-page farm and home paper. The TWICE-A-WEEK REPUBLIC is the oldest and best semi-weekly family paper in the country, and Farm Progress is the fastest growing farm monthly in America. Remember that you get both these splendid publications for a year and one of these handsomely framed pictures, all for only \$1.

Remit by post office or express money order, registered letter or bank draft. Do not send personal checks. Write name and address plainly. Address all orders to the St. Louis Republic, St. Louis, Mo.

The following Division Cards have been lost or stolen; if presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV. NO.
4222.....	G. H. Clark.....	8
4443.....	Wm. B. Howard.....	54
1149.....	W. E. Hewlett.....	59
1277.....	J. W. Eckman.....	69
8456.....	J. R. McLain.....	99
1645.....	M. C. Farrell.....	108
6379.....	C. F. Kinsell.....	141
9498.....	P. A. Muhr.....	235
4494.....	M. Purtle.....	239
4495.....	K. P. Hamilton.....	239
4925.....	J. J. Schmidt.....	313
10468.....	F. A. Hull.....	321
10469.....	R. R. Bearden.....	321
10470.....	F. C. Vosburg.....	321
10471.....	T. F. Muir.....	321
10472.....	M. W. Rose.....	231
10473.....	C. R. Holloway.....	321
10474.....	J. J. Campbell.....	321
10475.....	Wm. Hansell.....	321
10476.....	M. J. Huntley.....	321
10477.....	W. E. Hamilton.....	321
13458.....	E. L. Davidson.....	326
8192.....	H. H. Gillespie.....	351
8818.....	F. W. Scott.....	404
3015.....	R. Ramsey.....	432
2911.....	F. A. Wills.....	436
2791.....	J. R. Nason.....	424

The best way to avoid doctor's bills is never to be sick, and one of the most important truths that remain for the average man or woman to learn is that illness of any kind is absolutely unnecessary. At least, such is the claim of Bernarr Macfadden, Editor of the Physical Culture Magazine, who is devoting his life to teaching the great lesson that disease is neither a matter of accident nor a dispensation of Divine Providence, as many have believed in the past, but is simply the result of, and the penalty for the violation of the laws of Nature. Perfect health depends strictly upon obedience to these laws,

or in other words, upon right habits of living.

"How to develop Muscular Power and Beauty," Mr. Macfadden's latest book, is one of the most truly valuable productions of the year. It contains all the ripest and best ideas of this authority in regard to the development of muscular vigor and strength, and will enable anyone to acquire a perfect body in their own home, without apparatus or expense.

Truly, no one can measure the value of rugged health and manly strength. Therefore it would be impossible to state how many more times the purchase price of this book each reader would find its contents worth to him, but to many it will doubtless prove invaluable.

Published by the Physical Culture Publishing Company, Physical Culture City, Spotswood, P. O., New Jersey. Price, handsomely bound in cloth, \$1.50, postpaid.

A letter from Brother C. L. Stahl of Division 482 informs us that he, together with Brother B. L. Adams, of the same Division, and Mr. Boulineau of the B. of L. E. and R. S. Mathews of the B. R. T. have started a factory for the manufacture of "Oriental Renovating Compound." They also do a large Rug and Carpet cleaning business. They employ only Brotherhood men in their works and tell us they can use quite a number more than they have. Brothers out of work would do well to communicate with them. Note their ad in this issue of the CONDUCTOR. Box 36, Cedartown, Ga.

A Rush of Ideas to Kansas.

We doubt if many of our readers know what a tremendous, rip-roaring, epoch-creating, world-transforming sensation is brewing out on the peaceful plains of Kansas. If they don't we earnestly advise them to hunt up a copy of the world-transformer itself, otherwise known as *The Appeal to Reason*, published at Girard, in the whiskers state.

The Appeal to Reason—no one would think of calling it by other than its full name—is going to get out a "Kidnaping Anniversary Edition" on the 16th of this month, in honor of MOYER and HAYWOOD, the Coloradoans who are to be tried in Idaho for conspiracy. It is simply going to burn up the country with red ink and real reason.

In a late edition there is a red-topped "extra", which consists of a letter from Comrade EUGENE V. DEBS, which reached the editor by special delivery while the forms were on the press. "Listen to Deb's burning words and make up

your mind to enlist under his banner," shouts the editor.

Here are some of the words, hot out of the fountain pen:

"I am getting over my rheumatic attack and I leave for Cincinnati Monday, where a specialist will treat my throat.
* * * *

"I am full of fire and want to pour it into *The Appeal*.

"Now is the time to strike. A few weeks more and it will be too late. I have a rush of ideas and want to fuse them with yours, and I believe that in combination we can raise hell with the capitalist plans so far as MOYER and HAYWOOD and PERRIBONE are concerned.

"I believe further that we can do work that in three or four weeks' time will give you a hundred thousand more subscribers. * * * *

"If we let this chance go by unimproved the good Lord help us, for we will need it. The thing must be a tremendous victory or a tragic failure. * * *

"The great clock is striking an epoch." We wish our reasoning contemporary all the success it deserves in its advertising campaign.

With apologies to "Mr. Dooley," its editor is the greatest humorist in American journalism.

The above is from the Chicago Record-Herald of Feb. 1. We never like to read articles wherein record is made of these wild rushes of ideas—in this case for instance, we are sorely perplexed as to just why they will need the help of the good Lord—is it to help raise hell with the capitalists, or to get a hundred thousand more subscribers to the *Appeal to Reason*? An Anthropoid could not edit the *Appeal to Reason*, we don't think.

Brother C. W. Hoisington, past Chief Conductor of Division 316, heretofore yardmaster at Shawnee, Oklahoma, for the C. R. I. & P. Ry. has been appointed trainmaster for the Denver, Enid & Gulf Ry., (Santa Fe system). Headquarters at Medicine Lodge, Kansas.

Beginning with the March number Eben E. Rexford will conduct the Flower and Gardening department. These but meagerly suggest what this delightful magazine contains each month. There is no cut-and-dried program which reminds one of the boarding-house where one knows each day what to expect the next, but each month there comes happy surprises of new and suggestive and inspiring features, many of which are alone well worth the price of the magazine. \$1.00 a year. 10 cents a copy. THE PILGRIM PUBLISHING CO., Detroit, Mich.

Striking Lithographers.

The Lithographers Association, whose members are on strike for an eight hour work day, are endeavoring to secure the co-operation of merchants and manufacturers, in their attempt to unionize the lithographic establishments in the United States and Canada.

The New York Subordinate Association of Lithographers, No. 1 has been notified by the firm of Sweet-Orr & Co., manufacturers of trousers and overalls, that it has refused to place its contract for lithographs with any of the firms that have been doing its lithographic work heretofore because of their refusal to grant union conditions.

Sweet-Orr & Co. are large employers of union labor and it is the first firm that adopted the Garment Workers union label on its overalls. The good feeling expressed by these manufacturers will merit proper consideration by all members of organized labor. The Lithographers Association feels that the support of Sweet-Orr & Co. is giving the strikers by withdrawing its large contracts from non-union houses will be of great assistance in terminating the strike in favor of union labor.

The story of Mrs. Eddy's relations with P. P. Quimby, the Portland "healer," is told in the February McClure's, chiefly through a skilful presentation of Mrs. Eddy's own letters and writings.

Quimby, it appears, was the son of a poor blacksmith; as a boy he was apprenticed to a clock-maker and became an adept at the trade. He had an active and inventive mind, and a taste for philosophy and science. When the wave of occult philosophy swept over New England in the 30's, he fell under its influence. He became renowned as a mesmerist, but finally abandoned mesmerism for a system of mind cure which he had gradually developed. This system he called usually "The Science of Health," but sometimes "Christian Science." He had been practicing it for about three years when he received a letter from Mrs. Eddy in which she suggested making a journey to receive treatment from him.

Of Special Interest to Women.

It is doubtful if any other newspaper in the United States caters so successfully to the varied interests of the home as does The Chicago Record Herald. There is a fashion article in every issue; a department devoted to interesting matters in which women have special interest; Mme. Qui Vive's "Woman Beautiful" column, in which questions

concerning the toilet, etc., are answered and useful hints are given; "Meals for a Day," including menus and recipes for the three meals every day; an installment of a high grade serial story, and in addition the "Stories of the Day" column on the editorial page. S. E. Kiser's humorous "Alternating Currents," the boy's and girl's page and Dr. Withrow's article on the Sunday school lessons in the Friday issues; also entertaining and valuable book reviews, and in the Sunday issues numerous special fashion, household and other articles, all very interesting to the sex, including the best full page of fashions appearing in any newspaper; "How to Be Healthy and Beautiful," by Mrs. Henry Symes, "A Page for the Home Dressmaker," and two full pages beautifully colored, reproducing the latest fashions.

Age Limit Raised by Railway.

Philadelphia, Jan. 24.—The Pennsylvania railroad management has decided to raise the age limit at which men may enter the employ of the company from 35 to 40 years, and the stockholders will be asked to approve the change at their annual meeting in March.

The age limit at which men can enter the service was fixed when the road's pension plan was adopted, at which time the average age at which men entered the service was found to be 27 years. It was thought a minimum limit of 35 years would afford sufficient margin and permit the retirement of employees after thirty year's service, at the age of 65.

The age limit was soon found to be a mistake and the Boston and Maine, the Chicago and Alton and the Chicago, Milwaukee and St. Paul railroads, all of which had adopted a system like that of the Pennsylvania, ignored the 35-year provision.

In the west, it is said, the Pennsylvania company has had difficulty in securing competent men under the age limit in all branches, and in the mechanical department everywhere capable men have been barred because of it.

Stevenson as a Frenchman.

As a child Robert Louis Stevenson was much with his mother on journeys to Southern France, and acquired such a French accent and vocabulary that in that country he passed for a Frenchman. Once in after life he stepped into a low groggery at Nice, and a pair of villainous looking fellows stopped their talk to listen to his order. Then they went on with their plans for drugging and robbing the first Englishman who entered the place. They took Stevenson for a native.—*The Travel Magazine*.

Congested Railroad Terminals.

The railroads are no longer able to get their freight cars in and out of the yards and terminals of the larger cities. They cannot get their cars loaded and unloaded or returned to the place where they belong. The business of the country has been to a great extent paralyzed for weeks past on account of what is called the "freight car famine." Yet freight cars by the hundreds of thousands are standing on side tracks and packed into freight yards, all in one weltering chaos of hopeless mismanagement. We have simply reached the climax of a situation that has been coming on for years, and that could have been met without very serious difficulty. The situation cannot be justified by any honest answer from the business standpoint to the question why railroad facilities should not have kept pace with the growth of other business enterprises. Lack of terminals is hard to excuse.—From "The Progress of the World," in the *American Monthly Review of Reviews* for February.

No Tuberculosis in Goat's Milk.

The milk of the goat has of late been the subject of much investigation, and the highest medical authorities are unanimous in declaring it to be the most wholesome and desirable milk obtained from animals for human consumption, says Richard Arthur in "The Circle" magazine for February. To begin with, the goat is extremely unsusceptible to, and indeed practically immune from, tuberculosis. It contracts this dread disease only in conditions which can hardly come about in the ordinary course of things. Next, goat's milk is more nearly allied than any other to human milk, not only in its composition but also in its peculiar fermentative properties—an important point. It has been established beyond refutation that infants deprived of their mother's milk thrive upon goat's milk much better than on that of any other animal.

We have just received from the publishers, Henry Holt and Company, of New York, a book the title of which is "The Working of The Railroads."

The author, Mr. Logan G. McPherson, tells us that the contents of the book are constituted, with some modifications, of lectures delivered by the author in the course on Transportation at Johns Hopkins University, in the Spring of 1906.

It is hard to think of any class of our citizens to whom the book would not be very interesting and beneficial. Certainly to those whose votes elect

legislators and ultimately control legislation it is a mine of information. To those in the railroad service, who would gain a more extended view of its different phases than is afforded by contact with their own immediate duties, it is an ideal work. And to those young men whose studies include the transportation industry, and who may make it their vocation, or are employed in almost any capacity on a railroad, the book is well worth earnest study and will be a great help.

Notice.

The directory of the General Committees of the Order will be published in the March *CONDUCTOR* and thereafter when the regular Directory appears in June and September.

Information is wanted of the present whereabouts of former member Thomas Dunn of Division 249. It will be a great favor to his family if his present address or any information of him can be sent to Miss Katherine Dunn, Augusta, Mich., Box 54.

We have received a circular announcing the appointment of Brother T. C. Laughlin, of Division 303, as Inspector of Transportation for the Louisville & Nashville Lines of the Southern Railway with headquarters at New Albany, Indiana. Accept our congratulations on your promotion, may you soon take other steps up the ladder.

The New Electric Service.

From Charles Barnard's "Good-by '3876'" in February *St. Nicholas*.

The three great lines that extend from the Grand Central station West, North and East are changing their steam locomotives for electric locomotives and motor cars. On the Hudson River division of the New York Central road the electric locomotives will run as far out as South Croton on the Hudson River; on the Harlem division they will run to White Plains, and on the New York, New Haven & Hartford road as far as Stamford in Connecticut. At each place steam locomotives will stand ready to take each train farther on its journey. The electric locomotives will slip into a siding, the steam locomotive back down couple up and go on, and so quickly will it all be done that the passengers will hardly know that they have changed engines. To supply power to these roads there are three great power houses, each one on the edge of the salt water, where coal can be brought on barges, and where cold sea water can be used in the condensers.

OBITUARY

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 BEST—Brother J. C. Best, Division 261, San Luis Potosi, Mexico.
 BITTERS—Brother J. Bitters, Division 55, Kansas City, Mo.
 BLAIR—Brother C. W. Blair, Division 221, Spencer, N. C.
 BRUNDAGE—Brother A. M. Brundage, Division 171, Mechanicsville, N. Y.
 BURGESS—Brother H. Burgess, Division 1, Chicago, Ill.
 BUSSENO—Brother G. Busseno, Division 171, Mechanicsville, N. Y.
 CALDER—Brother J. W. Calder, Division 134, Bellevue, Ohio.
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 RIGGIN—Wife of Brother G. M. Riggins, Division 141, St. Joseph, Mo.

THE RAILWAY CONDUCTOR

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

General Information Relative to Mutual Benefit Department.

Assessment No. 467 is for death of J. C. Quigley, January 24, 1907.
See Article 25, laws Governing Mutual Benefit Department.

BENEFITS PAID FROM DECEMBER 1, TO DECEMBER 31, 1906, INCLUSIVE.

Ben. No.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
4249	T. R. Colley	423	3510	B	\$2000	Death	R. R. Accident
4250	P. Flynn	61	8625	A	1000	Death	Pneumonia
4251	F. L. Sandige	100	5513	B	2000	Death	Typhoid Fever
4252	I. L. Sawyer	278	9029	A	1000	Death	Gunshot wound
4253	F. M. Stanley	280	3149	B	2000	Death	Heart trouble
4254	A. P. Caulfield	347	5063	C	3000	Death	Accident
4255	S. H. Ewart	209	1719	C	3000	Death	R. R. Accident
4256	H. A. Worlein	371	10488	B	2000	Death	R. R. Accident
4257	C. J. Lamberton	397	4526	C	3000	Dis.	Loss of Hearing
4258	Jesse French	412	6409	C	3000	Death	Acute Laryngitis
4259	W. E. McBride	309	6463	C	3000	Death	R. R. Accident
4270	H. L. Frost	380	8295	B	2000	Death	R. R. Accident
4261	Sam'l Schofield	201	2862	A	1000	Death	R. R. Accident
4262	H. McFadden	292	3168	A	1000	Death	Tuberculosis
4263	H. J. Haack	6	5192	C	3000	Dis.	Loss of Hearing
4264	J. D. McWilliams	144	3572	A	1000	Death	Accident
4265	T. W. Galvin	280	8202	B	2000	Death	Accident
4266	W. E. Kenny		4486	C	3000	Death	Kidney Trouble
4267	W. K. Newcomb	69	5533	C	3000	Death	Accident by Gas.
4268	E. Maghran	12	3493	C	3000	Death	Bright's Disease
4269	A. A. Deaver	338	5620	A	1000	Death	Bowel Trouble
4270	C. L. Smith	55	9838	B	2000	Death	Heart Failure
4271	A. L. Hathaway	26	5038	A	1000	Death	Heart Failure
4272	J. J. Finn	364	5430	B	2000	Death	Meningitis
4273	Isaac Rafter	373	5575	C	3000	Death	Accident
4274	Thos. Harris	267	3781	B	2000	Death	Gen'l Paralysis
4275	A. E. Wood	107	371	C	3000	Death	Endocarditis
4276	J. T. Keiser	143	4467	C	3000	Death	Kidney Trouble

NUMBER OF MEMBERS ASSESSED.

Series A, 12,141; Series B, 14,637; Series C, 7,246; Series D, 398; Series E, 56. Amount of Assessment No. 467, \$65,025.

FINANCIAL STATEMENT.

Received on Mortuary Assessment to December 31, 1906.....	\$9,017,231.15
Received on Reserve Fund Assessment to December 31, 1906.....	425,240.81
Received on Expense Assessment to December 31, 1906.....	123,155.80
Received on applications, etc., to December 31, 1906.....	130,160.89
	\$9,695,788.65
Total Amount of Benefits paid to December 31, 1906.....	\$8,817,567.00
Total Amount of Expenses paid to December 31, 1906.....	243,394.78
To the Credit of Mortuary fund, December 31, 1906.....	199,664.15
To the Credit of Reserve Fund, December 31, 1906.....	425,240.81
To the Credit of Expense Fund, December 31, 1906.....	9,921.91
	\$9,695,788.65

EXPENSES PAID DURING DECEMBER.

Fees returned, \$24.00; Sundry expense, \$22.09; Postage, \$353.50; Stationery and Printing, \$35.25; Salary, \$745.00; Rent, \$341.25; Legal, \$50.00; Medical Examiner, \$83.33.

W. J. MAXWELL, Secretary.

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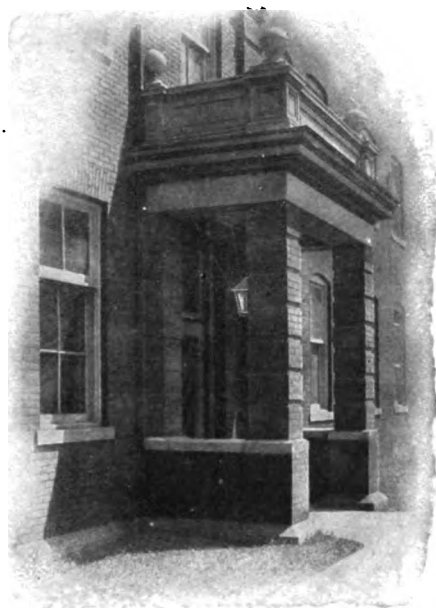
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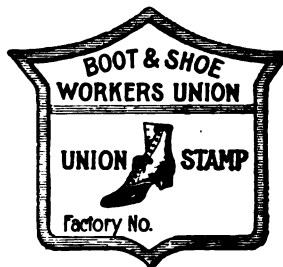
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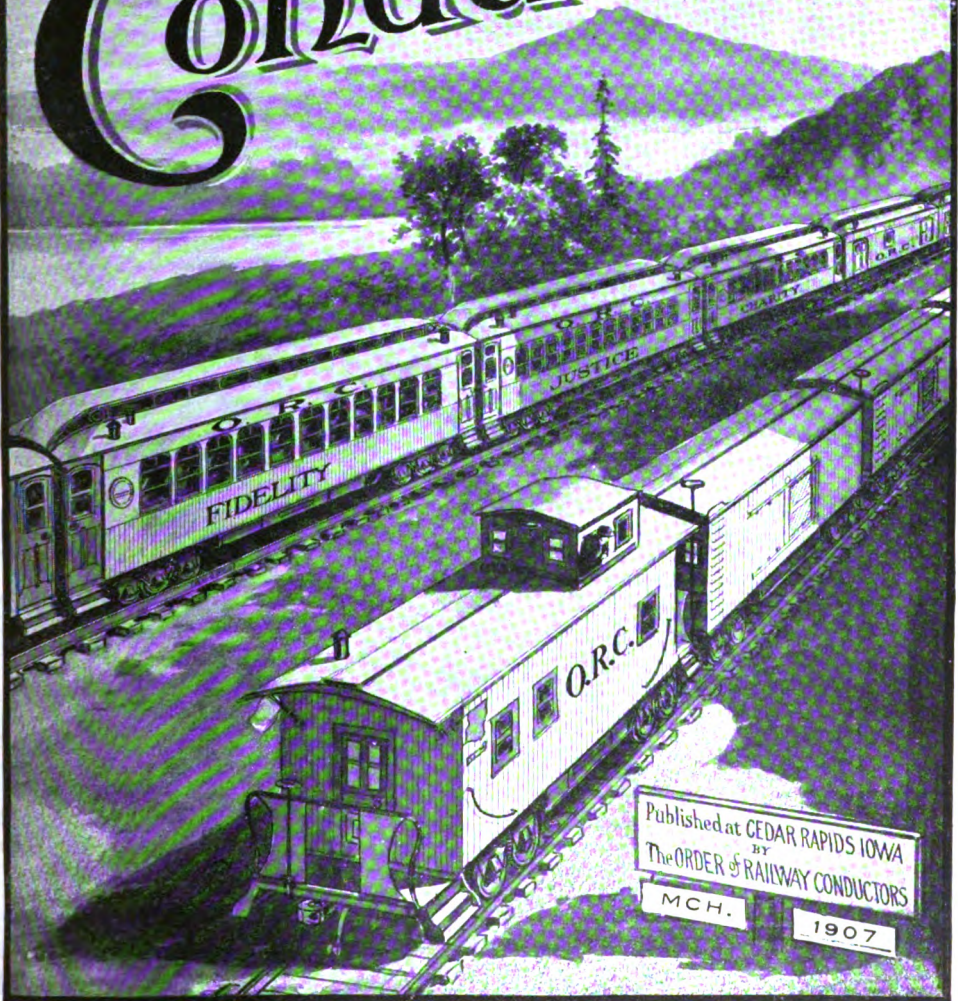
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1907

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VOL. XXIV.

CEDAR RAPIDS, IOWA, MARCH, 1907.

No. 3.

National Labor Federations in the United States.

BY WILLIAM KIRK, PH. D.,

Instructor in Political Economy in Brown University.

[From Johns Hopkins University Studies in Historical and Political Science.]

CHAPTER II.

STRUCTURE.

There are thus at the present time in America three general federations organized on a national scale, the origin and growth of each of which have been described in the preceding chapter: The Knights of Labor, the American Federation of Labor and the American Labor Union. Each bears a certain likeness to the other two, and at the same time has certain distinct characteristics. In structure the distinguishing feature is the extent of the power granted by the constituent bodies to the federal government. The Knights of Labor vest the General Assembly with all power not expressly granted to the subordinate Branches. The American Federation is a government of delegated powers, and the national unions comprising the Federation are independent. Finally, the American Labor Union, while less highly centralized than the Knights of Labor, possesses more power over the constituent locals and nationals than the American Federation of Labor.

The primary division in the organization of labor recognized by all three federations is the local union, in which questions of policy are decided by major-

ity vote of all members present. The local unions are alike in this one respect: they represent a democratic form of government in which each member has theoretically an equal voice. In important particulars, however, local unions of the three federations differ greatly.

The original assembly of the Knights of Labor was, as we have seen, a small group of garment cutters who organized at Philadelphia in 1869. On October 20, 1870, the first person not a garment cutter was initiated into the Order, and thereafter men known as "sojourners" on account of their temporary membership in the parent local were enlisted in the work of organization. As soon as a sufficient number belonging to any one craft had entered the order, a local assembly of that trade was formed under supervision of a sojourner, who transferred his membership from Local Assembly No. 1, to the new local. Although the original design did not include the presence of miscellaneous trades in one local assembly, succeeding events suggested this form as the most useful one, and thenceforth the ideal unit in the organization of labor advocated by the Knights became the mixed assembly having as its primary concern the interests of all productive workers,

instead of the particular interests of a craft.(1)

The American Federation of Labor, upholding the principle of trade autonomy, does not favor the mixed assembly. Instead, emphasis has been placed on the local trade union composed of members following a single vocation, and attached to a national trade union. Where the local union is not affiliated with a national organization, it receives a charter directly from the American Federation, and is known, for instance, as Ship Carpenters' Union, No. 6976, American Federation of Labor. On the other hand the organizers of the Federation often find it necessary to form into one local union, workers of miscellaneous crafts. Hence, "federal labor unions" exist only where trade unions are impracticable. As soon as a sufficient number of a craft is admitted, a new local union recruited from the membership of the mixed union is formed. This trade local in turn joins the national union of its craft when possible. According to the report for January, 1905, there are 1,181 local trade and federal labor unions directly affiliated with the national federation.

Local unions of the American Labor Union are of two classes: (a) local industrial unions admitting to membership all eligible persons engaged in a particular industry in a locality, provided no national or international union having jurisdiction over that particular industry is chartered by the American Labor Union; (b) local federal unions admitting to membership all eligible persons in a locality irrespective of industry or industries in which employed, not united with a national or international union having jurisdiction, or a local industrial union in that locality. The unit of organization approved by the American Labor Union is, therefore, not the trade union as in the American Federation, or the mixed assembly as in the Knights, but an intermediate

form—the industrial union—embracing all employes in an industry.

The local assembly of the Knights derives all authority from a centralized national government, whereas the local trade union and the local industrial union are primarily members of autonomous national unions independent of the national federation.

Each of the three general federations attempts, as a prime object, to federate the local unions in each locality. Such local federations are much alike under all the general federations. The pure democracy of the local union is here abandoned and a representative form of government appears. Delegates are sent to a common meeting-place to discuss and legislate upon questions of common interest to the several locals.

In the Knights of Labor the local federation is called the "district assembly," and is composed of "duly accredited delegates from at least five local assemblies." Each local assembly attached to a district assembly is entitled to send "at least one delegate to the district assembly," and any further representation is settled by the district assembly to suit its interests. Any member may be elected a delegate if he has been in good standing for at least six months and has attended the local meetings regularly.(3)

The local federations in the American Federation and the American Labor Union corresponding to the district assembly are "local federations" or "central labor unions" in the former, and "district and city unions" in the latter. These local federations aim to embrace all local unions in a given area and at the same time to maintain the strict autonomy of each trade or industry. Representation, membership, etc., are left by the national federations to local action. The American Federation does provide, however, that no "central body affiliated with the American Federation shall reject credentials presented by a duly elected or appointed delegation of

(1) The Knights of Labor formed many trade locals where conditions were not favorable to the mixed assembly; but according to a decision of the General Master Workman (September, 1882), the mixed assembly could not compel a member belonging to a trade local to withdraw from his assembly and join a mixed local.

(3) Constitution, District Assemblies, Knights of Labor, 1884, pp. 1-2. The same provisions appear in the later constitutions.

a local union, chartered by a national or an international union having affiliation with the American Federation of Labor."⁽⁴⁾

Sometimes equal representation in the local federation prevails, as in the Central Trades and Labor Council of New Orleans, Louisiana, where each white labor organization of the city is entitled to not more than three delegates.⁽⁵⁾ At other times proportional representation is adopted. A typical example of the latter system is afforded by the Chicago Federation of Labor. From each union of one hundred members or less two delegates are sent to the local federation, and "for each additional hundred members or majority fraction thereof, one additional delegate."⁽⁶⁾ Following the precedent set by the American Federation, the Chicago Federation excludes from membership any employer or contractor of labor.

The chief difference between the district assembly on the one hand, and the central labor union or the city or district union on the other, lies in the power exercised. The district assembly of the Knights, while subordinate to the General Assembly, has full jurisdiction and is "the highest tribunal of the Order" in its limited field. It decides all appeals, settles all disputes between locals, and may assess the assemblies for its maintenance.⁽⁷⁾ The local federation of the American Federation and the city and district unions of the American Labor Union are more independent and at the same time much weaker in authority than the district assembly. This independence is due to the voluntary nature of the association, while the weakness arises from the autonomy

exercised by each union in the local federation.

Next in gradation to the local federation is the state federation of representatives from the various labor organizations in the state. The first charter for a state assembly in the Knights of Labor was granted in 1885 under the following clauses of the constitution: "A state assembly shall be composed of duly accredited delegates from at least ten local assemblies" (sec. 1); "A state assembly shall have power to levy taxes or assessments for its maintenance upon all locals composing the state assembly and provide for such legislation as may be deemed necessary for the good of the Order" (sec. 2).⁽⁸⁾ State assemblies in the Knights of Labor, however, failed to attain the results anticipated, and in 1897 at the twenty-first annual session of the General Assembly, the general executive board declared that "district organizations although smaller are more compact and less expensive." In the American Federation and in the American Labor Union, state federations comprising trade unions and central bodies within their respective jurisdictions, seek to exercise functions analogous to those carried on by the national federations in their larger fields of activity.⁽⁹⁾

As a fourth form of organization, all three of the general federations recognize the national union of workmen engaged either in a single trade or industry. The Knights of Labor and the American Federation have recognized trade lines in the national trade assembly and the national trade union respectively, while the American Labor Union, as has been said, has declared itself in favor of the national industrial union.

(4) Constitution, American Federation of Labor, 1902, Art. XII, sec. 8. The above resolution was adopted at the annual convention in 1902 (Proceedings, p. 215), and was prompted by the arbitrary attitude of certain local federations toward local unions. The Chicago Federation of Labor expelled Typographical Union No. 16 in 1901, and refused to rescind its action until the latter part of 1902, notwithstanding the efforts of the American Federation of Labor in behalf of the local union.

(5) Constitution, Central Trades and Labor Council of New Orleans, 1901, Art. 1, sec. 1.

(6) Constitution, Chicago Federation of Labor, 1902, sec. 3.

(7) Later this law was amended so that the district assembly became subordinate to a state or national trade assembly, whenever the general laws of the Order so provided. Constitution, District Assemblies, Art. 1, sec. 2.

(8) At the convention in 1886, five state assemblies were reported, and in 1888 the number had reached twenty-two, including one in Belgium. The charters of all state assemblies working with less than the constitutional number of local assemblies were revoked in 1897. This left but three state assemblies, those of Colorado, Arkansas and Michigan.

(9) In a few states, the state federations of the American Federation are strong at the present time. Altogether the number of state federations in 1904 was 32.

The National trade assembly of the Knights of Labor has had a history interesting enough to warrant special consideration. In May, 1880, there existed 868 local assemblies and thirty-one district assemblies distributed over fourteen states. In 1881 the number of local assemblies had reached 1681, while the district assemblies had fallen to twenty-six, with a total membership of about 20,000. The year 1884, when the membership had passed the 60,000 mark, witnessed a change in the structure of numerous assemblies. A reaction toward the old form of organization by trades made necessary the recognition of national trade assemblies as an important subdivision.⁽¹⁰⁾ At this juncture the cherished principle of the unity of all labor interests was subjected to a severe test. Mixed assemblies were found too extensive in their sympathies, and the natural desire for meetings where members of one craft could discuss trade questions asserted itself. Furthermore, the organization of industrial forcés on a national scale made more pressing the need for national labor organizations along trade lines. As an immediate result, "national trade assemblies" very similar to national trade unions emerged.

Under the law enacted at the national convention of 1882 there were two methods by which any craft within the Knights of Labor could organize as a trade assembly of the Order, and gain the advantage of autonomy over trade affairs while retaining a close association with other branches of organized labor. The first method was by virtue of an amendment to the constitution which permitted five or more trade locals to petition the executive board to call a convention for the purpose of forming a

trade district.⁽¹¹⁾ The second method was used where trades were organized in several local assemblies in a community. These assemblies could form a council composed of three delegates from each local assembly, to which all trade matters were referred independently of the district assembly to which the respective local assemblies were attached. Carrying this formation a step farther, the law provided for national trade councils.⁽¹²⁾

By these devices trade locals in all parts of the United States and Canada might continue in their respective district assemblies and yet obtain the additional advantage of having their trade problems considered by their own craft. Finally, as stated above, the constitution of 1884 specifically authorized the formation of national trade assemblies with power to enact a separate code of laws subject to the approval of the general executive board. Before a convention could be held for the purpose of forming a national assembly, three month's notice must be given to each local assembly of the trade. Even thereafter membership in the new trade district was purely voluntary on the part of the local assemblies.⁽¹³⁾

Under the law of 1884 the national trade assembly came to resemble in form the national trade union, but to differ from it in the exercise of power. The trade assembly of the Knights, coming into existence some years later than the General Assembly, became co-ordinate in large measure with the district assembly, and was entirely subordinate to the General Assembly. The national trade union, on the other hand, preceded by many years the American Federation of Labor and developed independently of other forms of labor or-

(10) Constitution, Knights of Labor, 1884, Art. XII, secs. 1 and 2:

(11) Proceedings, General Assembly, 1882, p. 364.

(12) *Ibid.*, p. 368.

(13) A typical announcement appeared in the official journal for January, 1887: "At a regular meeting of local assembly 2124 K. of L., ship carpenters and calkers held on Feb. 16, 1887, it was resolved in conformity with Art. 12 of the Constitution that a convention be held in Philadelphia, June 1, 1887, for the purpose of forming a national assembly of those engaged in the ship building trades. The basis of representation in said convention shall be: 1st. Every assembly shall be entitled to one delegate irrespective of the number of members; 2nd. every assembly having a membership of 150 and less than 250 shall be entitled to two delegates, and over 250 and less than 300, three delegates and so on." Among other trades issuing similar announcements were the iron moulders, bookbinders, bakers and confectioners, carriage and wagon workers, longshoremen and dock laborers, textile workers, carpenters and joiners, saw-smiths, silk workers, furniture workers, painters, paperhangers and decorators, etc. In July, 1887, with a membership of 511,351, there were 22 national trade districts.

ganizations. When the Federation of Organized Trades and Labor Unions was formed in 1881, the national trade unions retained their independence in all trade matters. The form of labor organization corresponding to the national trade assembly of the Knights and the national trade union of the American Federation recognized by the American Labor Union is the national industrial union. The constitution provides: "National and international unions chartered by the American Labor Union shall be formed on the industrial union plan and shall admit to membership all eligible persons engaged in one industry irrespective of the number of trades or crafts required in the operation of such industry." (14)

Having reviewed in turn the several less extensive forms of labor organizations recognized by general federations, viz., the local union, the local federation, the state federation, and finally, the national trade union, we may now properly consider the structure of the final type, viz., the national general federation. (15)

Structurally, the most important feature of the national general federation is the representative convention held at regular intervals. The question of proper representation has been, as in all federations, a vexed one. Large unions or assemblies naturally demand representation in proportion to membership. Where the claim is allowed, there is constant danger that the unions with greatest numerical strength in the federation may use this power to ignore or override the interests of smaller unions. Each of the national general federations has had to face this problem.

The constitution of the Knights of Labor provides: "Each District Assembly shall be entitled to one representative for the first one thousand members

or less and one for each additional one thousand members or majority fraction thereof. Locals attached to the General Assembly shall be entitled to representation in the General Assembly as follows: One representative for the first one thousand members and one for each additional one thousand members, or majority fraction thereof." (16) Owing to the peculiar nature of the organization, the difficulty inherent in proportional representation is removed, inasmuch as the district assembly embraces all classes of workers.

The constitution of the American Federation provides: "The basis of representation in the convention shall be: From national and international unions, for less than four thousand members, one delegate; four thousand or more, two delegates; eight thousand or more, three delegates; sixteen thousand or more, four delegates and so on. From central bodies, state federations, federal labor unions and local unions having no national or international union, one delegate." (17) In this scheme of representation, a compromise has been sought between equal representation and proportional representation. Proportional representation seemed to give an unfair advantage to the large unions, and, on the other hand, equal representation placed undue power in the hands of the smaller unions. A system has, therefore, been adopted by which a part of the membership is represented according to a progressive ratio, and the other part—many of whom are also represented through their respective national and international unions—by one delegate from each organization.

Strict adherence to this progressive basis, as applied by the American Federation, however, succeeds in keeping the number of delegates within proper limits rather than in giving each union a moder-

(14) See post, pp. 117 et seq.

(15) In order of formation labor organizations in the United States may be arranged in the following order. (a) local unions, (b) local federations, (c) national trade unions, (d) national federations, (e) state federations.

(16) As the membership increased, the convention grew larger and larger until in 1886, 658 delegates were present. This number proved unwieldy, and the old ratio had to be abandoned for a higher one of one representative for every three thousand members or majority fraction thereof. As a result of this change the convention held the following year consisted of 188 members only. When the membership subsequently declined the old ratio was restored; see Constitution, General Assembly, Knights of Labor, 1901, Art. II, sec. 3.

(17) Constitution, American Federation of Labor, 1902, Art. IV, sec. 1.

ate weight in legislation. The following law, adopted in 1887, neutralizes any restraint placed on the strong unions by progressive representation: "Questions may be decided by division or a show of hands, but if a call of the roll is demanded by one-tenth of the delegates present, each delegate shall cast one vote for every one hundred members, or major fraction thereof, he represents, but no city of state federation shall be allowed more than one vote." (18) Thus, the power is retained by the large national unions, with the additional disadvantage, it is charged, of centralization in the hands of a few delegates. Where proportional representation prevails it is difficult to unite the numerous delegates for common action. Under the American Federation plan of progressive representation, the limited number of men who exercise a controlling voice based on the total membership of their respective unions, are in a position to form a combination at any time to rule the convention. At the twenty-first annual convention held at Scranton, 1901, eight unions with thirty-two delegates had 3,686 votes, while 233 unions with 278 delegates had 3,583 votes.

The American Labor Union, in order to avoid this concentration of power in the hands of a few delegates, has adopted the following plan: "The general conventions shall be composed of (a) all members of the general executive board, (b) the general president, (c) general vice-president, (d) general secretary-treasurer, (e) one delegate from each national or international union for the first four thousand members or less, and one additional delegate for each additional four thousand members or major fraction thereof, provided that no national or international union shall be chartered with a membership of less than three thousand members, (f) one delegate from each state, district or city union chartered by the American Labor

Union, (g) one delegate from each local union for the first one hundred members or less, and one additional delegate for each additional one hundred members or major fraction thereof." (19) Since, however, the final authority in the American Labor Union rests with the referendum vote of national and international unions, apportioned according to per capita tax, the question of representation has less importance. (20)

The power of the convention differs greatly in the three organizations. The General Assembly of the Knights of Labor "has full and final jurisdiction in deciding all controversies arising within the Order, and is the highest tribunal of the Order." (21) Besides having sole power to make or amend any law, it retains control over all branches, and delegates what authority it sees fit to the general administration officers and the subordinate divisions. The convention in the American Federation has power to elect officers, to fix salaries, and to pass laws without reference to any other authority. The convention of the American Labor Union has no constitutional power to elect officers nor to fix salaries; it can only make nominations and submit the names to be voted upon to the membership. In other words, the supreme authority of the American Labor Union is vested neither in its convention nor in its officers, but in the collective membership "expressed through the referendum vote thereof." (22) The general use of the initiative and referendum has made frequent conventions unnecessary and biennial sessions are now held. (23)

The referendum has been used to some extent by both the Knights of Labor and the American Federation. The former provides for the initiative and referendum in minor laws that do not affect the General Assembly and its officers. (24) The Federation of Organized Trades and Labor Unions had oc-

(18) Ibid., 1902, Art. IV, sec. 3.

(19) Constitution, American Labor Union, 1903, Art. III, sec. 1.

(20) See post, p. 47.

(21) Constitution, General Assembly, Art. III, sec. 1.

(22) Constitution, American Labor Union, 1903, Art. II, sec. 1.

(23) In case of a general or sympathetic strike the referendum is not applied. The general executive board has absolute power to deal with the crisis.

(24) Constitution, Knights of Labor, 1901, Art. XXXII, secs. 227-228.

casion to use the referendum several times, and its successor, the American Federation, provided in the constitution of 1886 for a referendum vote by the membership upon any amendment to the constitution. In 1887 a further change made it possible for a two-thirds' vote of the convention to enact any law.(25) Although the Federation has submitted propositions to popular vote since 1886, the policy has never become a general one. The reason seems to lie in the practical difficulty of obtaining a proper expression of opinion, inasmuch as many unions in the American Federation are not prepared to register a direct vote. Until a larger proportion of the national unions have made successful experiments with the system, it is improbable that the initiative and referendum will seriously limit the power of the convention.(26)

The chief administrative organ in all the general national federations is the general executive board or council. It is composed of the president, the vice-presidents, the secretary, and the treasurer, in the American Federation; of the general master workman, the general worthy foreman, and three members elected by the general convention, in the Knights of Labor;(27) of the general president, general vice-president, the general secretary-treasurer, and (a) "one member from each national or international union chosen in such manner as the union may determine," (b) "one member from every four thousand members or fraction thereof embraced in local unions and individual membership," in the American Labor Union.(28)

The executive board supervises the work and decides questions of policy between conventions. The powers exercised by the executive board vary,

however, to a considerable extent in the three organizations. The General Assembly of the Knights, for example, has gone to an extreme in vesting in its board power to deal with matters of local interest.(29) The tendency of later constitutional amendments has been in the direction of granting greater freedom to local and district assemblies.

The American Labor Union confers much greater power on the general executive board than does the American Federation, in providing that "the general executive board shall have power to discipline and revoke the charter of a national, international, state, district, city or local union, or to discipline any general officer, local officer or member of the American Labor Union; to suspend, dismiss or expel for cause by two-thirds' vote any general officer except the general president, and any local officer or member of the American Labor Union."(30) Such sweeping authority is comparable to that formerly exercised by the general executive board of the Knights of Labor. But owing to the autonomous character of the national unions, to the more representative membership of the American Labor Union board, and finally, to the constant use of the referendum, this board in actual practice is not as autocratic as might be supposed.

The most important single official in the general federation is the president.(31) He is elected by the annual convention in the American Federation and in the Knights of Labor, and holds office for one year. In the American Labor Union he is elected in common with other officials by referendum vote, and serves a term of two years or until his successor is installed.(32)

(25) Report of the Industrial Commission, 1901, Vol. XVII, sec. 43.

(26) Constitution, American Federation of Labor, 1904.

(27) Constitution, Knights of Labor, 1901, Art. III, sec. 10.

(28) Constitution, American Labor Union, 1903, Art. IV, sec. 1.

(29) Proceedings, General Assembly, Knights of Labor, 1895. General Master Workman's Address, p. 3.

(30) Constitution, American Labor Union, 1903, Art. IV, sec. 6.

(31) Called the General Master Workman in the Knights of Labor.

(32) The other elective officers of general federations are: the vice-president in the American Labor Union, eight vice-presidents in the American Federation, and the General Worthy Foreman, whose duties correspond to those of a vice-president, in the Knights of Labor; a general secretary and a general treasurer in the American Federation, and a general secretary-treasurer in the other two organizations; and finally an executive board the composition and duties of which have already been described.

In case of death, resignation, or removal of the executive head, the General Worthy Foreman of the Knights, and the vice-president of the American Labor Union, succeed to the presidency. The vice-

The General Master Workman of the Knights of Labor, designated at first as the Grand Master Workman, presides at all sessions of the General Assembly, enforces all laws thereof when the General Assembly is not in session, and superintends the activities of the Order. Besides possessing executive authority between conventions, he must interpret doubtful provisions of the constitution, and these special interpretations have been published from time to time under the title: "The Decisions of the General Master Workman." (33)

Owing to the nature of the American Federation, its executive head has comparatively slight official power; (34) but as the official leader of the American trade union movement he exerts a considerable influence over the activities of national and international unions. The American Labor Union delegates more definite duties to its president. "He may convene," for example, "any local union at any time, preside therein, inspect its work, correct its errors, examine its books, and require conformity with the constitution, by-laws, rules and regulations of the American Labor Union." The framers of the constitution by conferring this power "of general supervision and discipline," hoped to build up a system of government in which strict conformity to law should be a distinguishing feature. The president of the American Labor Union likewise may grant charters to state, district, city and local unions; and to national and international unions, unless a charter has already been granted to a national or international union having jurisdiction over the same industry. (35)

Among other important duties, the president of each of the three federa-

tions directs his efforts to add to the membership of existing unions, and to extend the work into new fields. For this purpose organizers are appointed in different localities who form new local unions and enlist new members. The executive council of the American Federation is charged with this activity, but as a matter of fact the president is the leading spirit in the work. The Knights of Labor and the American Labor Union give to their respective heads the right to appoint organizers whenever conditions are favorable to an aggressive campaign.

Again, the power of the president is conspicuous in the general convention of the federation, where he selects the committeemen who perform the actual work of the convention. Among the principal committees usually appointed are those on credentials, on rules and order of business, on general officers' reports, on resolutions, on appeals and grievances, on finance, etc. (36) Whenever special committees are authorized, the president as a rule has the appointing power.

Notwithstanding the apparent freedom enjoyed by the president in the exercise of certain powers, three important checks tend to exert a conservative influence over all his official acts, (a) the general executive board, (b) the national convention, and (c) the general membership.

(a) Although the General Master Workman of the Knights during the more prosperous days of the Order often possessed extraordinary power, he was always accountable to the general executive board, to whom any appeal from his decisions might be taken. (37) Similarly, when the president of the American Labor Union suspends a general

presidents of the American Federation have no legal right of succession, and the secretary, in case of death or resignation of the president, summons the executive council to headquarters for the purpose of selecting a president. The duties of the secretary-treasurer do not differ essentially from the duties usually attached to similar offices; see Constitution, American Federation of Labor, 1902, Art. VI, sec. 5. Constitution, American Labor Union, 1903, Art. VII, and XI.

(33) The edition of 1890 contained 220 of these decisions rendered at various times.

(34) The original constitution of 1881 made no provision for an executive head.

(35) Constitution, 1903, Art. V, secs. 9-11.

(36) At the Richmond Convention of 1886, the period of greatest prosperity for the Knights of Labor, the following committees made reports: Committee on state of order, special committee on financial and industrial depressions, special committee on legislation, committees on co-operation, woman's work, insurance, Chinese importation and foreign labor under contract, railway insurance, education, laws, finance, appeals and grievances, journal, general executive board and General Master Workman.

(37) Other than upon questions of law which are decided by the General Assembly.

officer who is not a member of the executive board, he must await the decision of this board before taking final action.(38)

(b) The national convention is a more general and probably a more effective check upon arbitrary conduct on the part of the president. The Knights of Labor require their General Master Workman to report to the General Assembly all decisions involving questions of law. Similarly, the presidents of the American Federation and the American Labor Union render to each general meeting an account of the year's work, and receive the approval or the censure of the delegates.

(c) Finally, the president of the American Labor Union is responsible to the membership at large. The delegates who compose the convention are sent to record the wishes of their constituents expressed through the referendum. The final authority in both the American Labor Union and the Federation of Labor rests with the collective membership; but in the American Labor Union, more so than in the American Federation an immediate connection may be traced between official responsibility and popular control.

The structural similarities and dissimilarities of the three general federations may be further illustrated by a brief description of their financial systems. In the experience of English trade organizations, "centralization of finance implies in a militant organization centralization of administration." (39) The facts in American experience warrant a similar statement in so far as general federations are concerned.

The General Assembly of the Knights of Labor from the very nature of its activities needed a strong central treasury. By means of a central fund suf-

ficiently strong to aid the branches of the Order in strikes and in co-operative enterprises, the national officials were better able to control the membership and to make effective the laws of the organization. A per capita tax of six cents per quarter for every member in good standing is levied by the General Assembly on each local assembly attached to a state, national trade, or district assembly, and a per capita tax of ten cents per quarter for every member in local assemblies attached directly to the General Assembly. In addition, the sum of five cents is paid by each member to defray the traveling expenses of representatives to the annual convention. Other sources of revenue are charter fees, supplies, traveling or transfer cards, etc.(40)

The administrative decentralization in the American Federation is accompanied by a decentralized financial system. Starting in 1881, with an annual tax of three cents per member of the affiliated unions, the "Federation of Organized Trades and Labor Unions" reduced this sum to one cent per member the following year. Again in 1883, provision was made that: "The revenue of this federation shall be derived from each national and international trade or labor union, etc., upon the following basis: For one thousand members or less, \$10.00 per annum; one thousand to four thousand \$20.00; four thousand to eight thousand, \$25.00; eight thousand to twelve thousand, \$30.00," etc. Finally, in 1885, a further constitutional amendment provided that the several unions should pay into the central treasury sums proportionate to their own revenues. When the American Federation of Labor was formed in 1886 an annual tax of six cents per member was placed on national and local unions. The following year this tax was reduced to

(38) Constitution, American Labor Union, Art. V, sec. 13.

(39) Webb, Industrial Democracy, p. 94.

(40) The receipts of the Knights of Labor from 1879 to 1901 were as follows:

1879	\$ 1,877	1887	\$497,656	1895	\$79,655
1880	6,120	1888	226,164	1896	40,119
1881	12,380	1889	127,026	1897	26,015
1882	16,934	1890	101,933	1898	22,699
1883	38,770	1891	112,738	1899	15,596
1884	34,114	1892	60,614	1900	16,710
1885	65,013	1893	52,883	1901	10,956
1886	206,602	1894	56,050		

three cents a year for national and local organizations, with a tax of \$25.00 a year on central labor unions and state federations. After various changes from time to time, the present rate was fixed as follows: "From international or national trade unions, a per capita tax of one-half of one per cent per member per month; from local trade unions and federal unions ten cents per member per month, five cents of which must be set aside to be used only in case of strikes or lockouts; from local unions, the majority of whose members are less than eighteen years of age, two cents per member per month; from central and state bodies \$10.00 per year, payable quarterly."(41)

The distinguishing feature in the financial system of the American Labor Union is the large revenue assigned to the

defense fund and used for strike purposes only.(42) Out of the five and one-third cents per member per month paid into the central treasury by national and international unions, but one-third of a cent is placed in the general fund for current expenses. The revenue from local unions directly affiliated—twenty cents per member per month—is applied as follows: eleven cents for general expenses, four cents for the expenses of the American Labor Union *Journal*, and five cents for the defense fund.(43) A small revenue is derived from an initiation fee of \$2.50 from individual members not belonging to any local union, from charter fees of local and national unions, \$20.00 and \$5.00, respectively, and from dues of state, district, or city unions fixed at \$3.00 per quarter.(44)

(41) The receipts of the American Federation of Labor from 1881 to 1904 were as follows!

1881	\$ 174	1889	\$ 6,838	1897	\$ 18,639
1882	125	1890	23,849	1898	18,894
1883	690	1891	17,702	1899	36,757
1884	357	1892	17,834	1900	71,125
1885	584	1893	20,864	1901	115,220
1886	474	1894	15,346	1902	144,498
1887	1,939	1895	13,751	1903	247,802
1888	4,512	1896	16,290	1904	220,995

(42) The present constitution was adopted in December, 1903. Previous to that time the revenues were derived from a per capita tax of seven cents per month, which was increased to ten cents per month at the convention of 1901. Three cents of this amount was used for organizing expenses, but it seems that the amount spent for organizing exceeded this appropriation. From July, 1901, to March 31, 1902, for instance, almost \$1,000 had been taken from the general fund to supply the deficiency in the organizing fund. See Proceedings of the Fifth Annual Convention, p. 20.

(43) The receipts of the American Labor Union from 1900 to 1903 were as follows:

1900	\$5,656	1902	\$12,822
1901	3,970	1903	18,656

(44) Constitution, American Labor Union. 1903, Art. IX, secs. 1, 2, 4-7.

An Appeal by the Trackmen of the United States, To the Union Engineers, Firemen, Conductors and Brakemen.

To our Brothers, the Officers and Members of the Brotherhood of Locomotive Engineers, The Brotherhood of Locomotive Firemen, The Order of Railway Conductors, and the Brotherhood of Railway Trainmen:

We, the delegates to the 4th annual Convention of the National Union of Railway Trackmen, in Convention assembled, as brother employes in the railway service, appeal to you for as-

sistance in a matter that is of vast importance to every one of you, as well as to the members of our own craft.

From the founding of your Orders, at intervals, your wages have been increased, not more than you deserved, but you now receive such wages as enable you to provide comfortably for yourselves, and those dependent upon you. As a further result of your having organized, the whole train service has

been brought to a high state of efficiency. We are not begrudging you any of the fruits of your efforts in unionizing. You have attained your present position in the world of labor by hard fighting, and are honestly entitled to it. We are proud of you, and want to be like you.

Our wages, in amount, are practically today, where they were twenty years ago, but in value our wages are only about one-half of what they were twenty years ago. Our standard of wages has remained stationary, while the necessities of life have doubled in price. As a direct result, while the country has and is enjoying the greatest period of prosperity in its history, we are very much worse off than we were in hard times.

The average pay of Railroad Track-Foremen is less than \$50.00 per month; the average pay of Railway track laborers is less than \$1.30 per day. If any one of you were getting such mean wages, how could you manage to support yourself, let alone support your family thereon?

When a reduction is to be made in the operating expenses of the railroads, our Department is the one to suffer, and this, because we have not heretofore been organized. We have had extremely hard work in effecting an organization, by reason of our members being so widely separated. They live on the plains, in the mountains, in the swamps, and in the valleys; they do not meet together in division points as you do. While it has been hard to do, yet at this Convention, the Trackmen on every railroad in the United States are represented either in person or by proxy. We have suffered all the ills that non-union men are heir to, for lo, these many years, but we have arrived and are demanding recognition of our rights. Will you help us? If you will, the battle is already won. There are 260,000 of you, and if you will simply endorse our demands, they will be unhesitatingly granted.

Our demands are just and reasonable. You will say that we are not asking more than fair compensation for our labor. Our track foremen are skilled men, and

should have mechanic's wages; our track laborers should be paid the average wages paid laboring men in other lines aside from railroading. If such wages are paid we can and will get the pick and choice of labor of the labor market for track work, instead of getting as we do now, the refuse labor of the earth for this department.

You are all aware that by reason of the trifling wages paid trackmen, droves of ignorant, raw and untrained Greeks, Italians, Austrians, Hungarians, Mexicans, Japanese and Chinese, who are not citizens of our country, and never intend to become so, are employed on track work. One experienced American Track laborer will always do more work per day than two or three of such foreign laborers will do in the same length of time.

The Track Department of the railroads has so long been neglected that complete demoralization has resulted. There are thousands of miles of main line track where no one is employed from November to April, except the foreman. All the men being laid off, all that the section foreman can do is to go once each day over his section. The tracks are not patrolled at night, and when you go over them on your trains, you simply trust to good fortune. There is no sufficient reason why the tracks should not be patrolled both night and day. Your lives and the lives of the traveling public would be immeasurably safer, if this were done. The tracks on the average railroad are in worse condition today than they ever were before. The false and foolish economy used in the Track Department, has been ruinous. You bury hundreds of your members every year, who are killed in wrecks, caused by defective tracks. There are many of you who read this, that will be carried to your graves by the same cause before present conditions can be remedied, no matter how fast we proceed.

If living wages are paid, enough good American labor can be had to keep the tracks properly patrolled and repaired. You risk your lives every trip you take. Anything that tends to lessen that risk should receive your attention. The

Track service can be made as efficient as the Train service, but it can only come through organized labor. The incentive to stint and save money in any department where the men are unorganized, is too strong to be resisted by the employing companies. Aside from the benefits which you will personally receive by aiding us, no body of men has ever had the opportunity to do so much good for so many people as you have now. There are between two and three hundred thousand trackmen in the United States, to whom your assistance will bring happiness and comfort. Their homes, which are now darkened by the shadows of want, will be radiant with joy and plenty. By your action you can show to the world, that the expression "The Brotherhood of Man" is not without meaning. We are not asking you to do much, but it means everything to us. Your efforts in our behalf will secure us better wages, and thereby enable us to some day own little homes of our own. There is no prospect of any such thing under our present condition. It means a great deal to a man to own his own home or have a reasonable hope of ever doing so. There is no large class of laboring people in our

country today, so poverty stricken as Railway trackmen. You have it in your power to change this.

The Railway Companies have no right to ask or allow you to work under such dangerous conditions as you now do by reason of the inadequate service in the Track Department.

We come to you on account of the personal interest you have in seeing the present dangerous conditions remedied. Will our appeal be in vain? Our faith in humanity tells us to be of good cheer and all will be well.

We have instructed our officers to take such steps as they deem advisable to bring this to your attention at once, and to leave no honorable means unemployd to secure favorable action on your part.

We have now completed the deliberations of our Convention, and as we go hence to our homes in the several states, our hearts are relieved of the burden they bore when we came, for we have a firm faith and abiding conviction that the Railway Engineers, Firemen, Conductors and Brakemen will not turn a deaf ear to us, in this our time of need.

Done at Fort Scott, Kansas, this 5th day of February, 1907.

The Passenger That Wasn't Carried By.

BY H. C. THRELKELD.

"Did you get your Shelbina passenger off?" "No sir: aint got to Shelbina yet". This question was asked of Dick, the porter, by Dock, the Pullman conductor, just after a Burlington train left Shelbina a good many years ago. Dick, who was an old-timer in the Pullman service, had often made his brags that he had been in the service 15 years and never carried a passenger by his destination, and was very handy with his roasts to the other porters when they were unlucky enough to fail to get a short passenger off. Dick was black as a lump of coal and was quite popular with the train and Pullmen men, due principally to the fact that he

stuttered considerably. It became pretty well known that his success as a porter was in a measure due to the fact that when he had a short passenger, he invariably informed the flagman of destination of his passenger and asked to be called 10 or 15 miles from there. The trainmen wishing to break up this practice gave him a lesson that he will never forget. One night in the early winter Dick told the flagman that he had a preacher from Cape Girardeau, Mo., going to Shelbyville to preach a funeral sermon and wanted off at Shelbina. "Call me about Hinnewell if I should happen to be asleep," said Dick. It was a 100 to 1 shot that he would be dead to

the world in a few minutes. Dock, the Pullman conductor, and the flagman, (the flagman shining the minister's shoes) got the passenger off at Shelbyna. Dick then awoke the porter, saying "I am not feeling well Dick, here are your tickets, I am going to bed,—did you get your Shelbyna man off?" "No sir, we ain't thar yit," "Yes, we are, you ask the flagman". Dick then yelled at the flagman, who was pretending to be sound asleep on the opposite side of the drawing room, in a manner that would indicate the flagman was to blame. Dick was then advised to see the preacher at once. He approached the berth very easy, saying, "Brother, we carried you by, but it wasn't my fault." The train conductor, who was then occupying this berth, says, "Too bad, too bad, I'm sorry to hear that." Dick then returned to the drawing room very much worked up and stuttering badly. Dock and the flagman pinched themselves and refrained from laughing long enough to tell Dick to go see the train conductor as he might fix him with transportation back to Shelbyna. Dick lost no time getting to head end of train, knocking off several hats in going. The conductor, who had gotten out of his berth, followed him and said "all aboard" on the depot platform at Clarence, before Dick located him, then he sprang to the station platform, grabbed the conductor by the coat tail saying, "Hold on! hold on boss! we carried a man by Shelbyna!" The conductor jerked loose and got on his train which was in motion, and saved Dick from getting left by telling him to get on as he was not accountable for anything he did.

After leaving Macon the conductor came back to the drawing room and in the presence of the other three read the following bogus message from operator at Clarence to conductor No. 15, "The passenger that was carried by Shelbyna wants to know who is going to bear his expenses to Shelbyna with a livery team as he wishes to drive it". Dick who had been very attentive, was first to speak, saying, "How much it be", and when told about \$5.00, he told the conductor to spatch back, that he would

pay it and for him to send the money, and he (Dick) would pay him that night when they would meet at Cameron. The train split up at this point, the train crew going to St. Joseph and the porter and his car to Kansas City. The first thing Dick did after meeting the crew the following evening was to hunt up the conductor and hand him a brand new five dollar bill. By this time all of the Pullmen men had heard of Dick's trouble and was taking him a merry clip about it.

It so happened that this minister had completed his business at Shelbyna and was returning home with this same crew. As he was expected, he was given a berth in one of the St. Joe sleepers and Dick not allowed to see him, the crew realizing that their fun was about over unless something was done, informed Dick that his preacher was on the train. Dick said, "dat man done cost me nuff money, I don't want to see him no mo". He was then told that there might be some change coming, but not until told that there was one livery stable in Clarence that would make the drive to Shelbyna for \$3.00, did he show any signs of wanting to interview the minister. Knowing that all employees on the train were watching him, he did not approach the minister until he was seated at the lunch counter in Union station, St. Louis. "Good morning, cap'n," said Dick, "pretty cold ride you had from Clarence to Shelbyna, but it was'nt my fault, sir." "I don't understand you", said the minister, "I mean the night you was carried by Shelbyna", said Dick. "I was not carried by, some one has been joking with you, I guess", said the minister. Not until then did he realize that a joke had been played, for he saw the entire crew standing near, taking it all in, and made for them saying "give me my five." It was considered a dischargeable offense to carry a man by in those days. So tickled was Dick to learn it was only a joke and he would not have to explain to Mr. Boothby, (the Pullman superintendent) he spent nearly all of his five with the boys across the street from the station, but makes no more brags that he never carried a man by.

The Labor Press.

REV. CHAS. STELZLE, IN "THE OUTLOOK."

Somebody recently said that the average workingman reads his labor paper as the early Christians read their New Testament. However that may be, a practical advertising manager insists that as an advertising medium a labor paper is fully ten times as valuable as the ordinary daily paper.

The average labor union man reads not only his trade journal which deals with the affairs of his craft, but also receives the local paper, which seeks to keep him informed with reference to the doings of organized labor in the town in which he lives. It is safe to say that nearly every trades unionist reads some kind of a labor paper, which he in many cases passes on to his fellow workmen who are not in the union, and in most cases it is also read by the members of his own family. It has been estimated that the labor press has a constituency of about ten millions, which includes the persons in the homes of the subscribers. From the professional advertising man's point of view, this is a conservative estimate, as there are about three million trades unionists in the United States and Canada, most of the trades papers, at any rate, being distributed in both countries.

The labor press does not always offer a life of ease and comfort, even aside from the trials that are peculiar to editors. As a class, labor editors are honest, in spite of the temptation to "graft," which comes to nearly every labor editor from employers, politicians, and ambitious "labor leaders." That they withstand this temptation is to their credit, for the salaries paid them are, as a rule, pitifully small. One of the brightest and best-informed editors in this country receives only fifteen dollars a week for his services. They are supposed to be informed on trade conditions and to tell about these things in the language of the man in the shop. And most of them do it well.

The disposition to present the view of the employing class in the labor press

is a source of constant surprise. Compared with the organs of the employers' associations, labor papers are unusually fair in their treatment of the labor question. Contrary to the general impression, rarely does there appear an article which one might call radical. The conservatism and the restraint of these workingmen is most admirable.

Constantly there is the appeal for temperate living. Corruption in labor circles is unmercifully scored. High ideals in the home and in family life are insistently presented. The appeal to the heart, in editorial, in story, in illustration and in news item, is found in nearly every issue.

The trade journals in almost every instance give considerable space to purely technical matters, thus supplying a course in technology which must be of great value to the mechanics and especially to the apprentices in the trade. Indeed, many of these journals are of the highest type in both matter and in general make-up, comparing favorably with the average monthly magazine sold on the news-stands.

As a rule the attitude of the labor press toward the employer is fair and reasonable. There is a disposition to regard him as a friend. But toward the man who opposes organized labor through an employer's association or a citizen's alliance, with a determination absolutely to crush it out, there is always the strongest feeling of resentment and bitterness. There is no class of men—not even the "scabs" whom they employ—who are more sincerely hated and more persistently ridiculed. There is, however, not the slightest disposition to advocate the use of violence in dealing with them.

The labor press suffers, as does every other part of the labor movement, in that many of the men who are developed in the ranks soon find other and more remunerative employment, where the responsibility is not so great and where

the criticism is not so severe. Some of them become labor editors on daily papers, others go into the professions, some become politicians, many enter

upon a business career, while still others are engaged by large employers to handle for them the labor problem as it exists in their plants.

The Fowler Wreck in Indiana.

"MISSOURI" (BY REQUEST.)

We notice in the Associated Press that the Indiana Railroad Commission found that the crew on the freight had violated one of the company's orders, to-wit: they did not clear the time of the passenger train five minutes. That is to throw the responsibility on to the freight crew. There has been written in our columns this rule, "Whoever is in a position to avoid an accident by the use of common foresight is at fault." The engineer of the passenger train ran the order board according to press reports, and paid the penalty with his life; he violated one of the company's rules. We fail to see any mention of whether the conductor or brakeman were looking out for this board or not, or whether if they saw it, "pulled the air." The press reports gave out that the freight crew had a time order to make Fowler.

As far as I have been able to learn, the way time orders are handled today, watches are carried of a certain grade, certified to by company's expert examiner, rating given, etc., and trains using time orders use up to the last minute to get into clear, relying upon their watches. Engineers having in their possession a time order which holds them, come to the point designated expecting to find train getting into clear and what is called a short flag. Dispatchers, trainmasters, as nowadays they are compelled to get out on the line and see how things are done, and other officials are fully aware of this fact. So the practice we find to exist to a great extent.

This freight crew was very likely doing what they had done time and again. If they or their associates on this line have never been disciplined for not clearing five minutes we fail to see how they are to be very severely censured. Whom

do you censure? We fail to see but that the "signature of the ruling train should have been secured first." This might have made it necessary to have stopped the passenger train at a previous order board and given it a little more delay and then in case the engineer should have run that board the dispatcher, if he wished to take the chance (which he did) could have had the operator in addition to his order board go out and flag the passenger train. If the importance of the freight train making Fowler was of so much interest to the company, then the delay to the passenger train would amount to but little. That time order should not have been given to the freight train until the signature of the conductor of the passenger train had been received, and then he would have been on the lookout as well as only one man, the engineer. The sacrifice of human life on our railways needs more attention than is being given it. They claim our standard rules are as nearly perfect as they can be. And yet results are what we are getting for violations? The loopholes in the rules, and official bulletins and interpretations are causing them to be read in more than one way. Driving and piloting trains on our railways is as much of a trade or profession as piloting of steamboats. Dispatchers, conductors and engineers should be licensed and tried before a competent board and not have it all one-sided as it is today. The Order of Railway Conductors should see that its members are given the protection they need and if not at fault, exonerated. Perhaps congress may empower the Interstate Commerce Commission to take this matter up and place it in its true light. Certainly this slaughter must be stopped.

The Meanest Man.

BY EDNA BALLOU, CHICAGO.

It was one of those cold, wet days for which Chicago is famous, but the crowd in the Dearborn Station seemed to be unusually active. Everybody seemed happy and cheerful though, for it was just two days before Christmas and the season was the prosperous one of 1906.

Even Conductor Raeburn felt the spirit and smiled to himself as he watched the crowd laden with bundles, jostling and surging by him. His attention was arrested by a man who was slowly wending his way through the crowd. He was certainly a creature to be pitied. His whole appearance denoted discouragement; the tired droop of his shoulders, the appealing look in his eyes; and the shabby, threadbare clothes, ragged shoes and the old slouch hat, completed a veritable picture of dejection.

He eyed the conductor for a second and then shambled forward.

"Please, sir," he half whispered, touching his hand to his hat, "does this train go to Detroit?" "S'pose it does—that's what it says on the board," answered the conductor. "Well couldn't you manage to take me there for a half dollar?" hesitatingly.

"Half a dollar! Why man, you're crazy, the fare is eight dollars."

"Don't you suppose I know that," interrupted the vagrant, "I've only got fifty cents and you've got to take me for that."

"Sorry, but we don't do business that way," they don't run railroads for charity."

"But don't you see," the vagrant grasped the conductor's arm wildly, "My wife is sick, perhaps dying and I must get to her. I've worked for days trying to raise enough for the fare, but it was no use—I was starved and sick myself. I had to use the little money I received for food. It was either starve or beg and so I have to beg. You must take me," he pleaded, "You know how it is. Perhaps you have a wife and maybe a family? What would you do if your wife was sick without relatives or friends, no one but you, and you were

three hundred miles away from her—two days before Christmas and only fifty cents in your pocket?"

The man stopped breathless. The conductor eyed him suspiciously for a moment. Yes, he really did look sick, and wretched and poor. Suppose he did pass him—it would be a kindly act to his credit for Xmas, and his wife would bless him for it. It was against the rules too, but the company was rich, they oughtn't to mind one miserable man. Conductor Raeburn's heart was big—and the beggar won.

"Well, my man, not a word of this to any one, because it's against the rules, and perhaps you'd better get in the baggage car. I'll fix it up with Bill."

The vagrant gave the conductor a grateful look and stumbled forward to the front of the train.

The train was well under way before the conductor happened to think of the man in the baggage car. "He must be hungry," he thought to himself "guess I'll see what I can do for him."

At the next station he sent a message to Harvey to have a warm meal waiting for No. 6.

The man, when the basket was handed him, did not seem as pleased as one would expect; but the conductor, happy in the thought that he was doing his duty, did not notice how slowly the food was consumed.

Bill was suspicious though, he drew the conductor aside and whispered, "Perhaps he's a spotter, John, you'd better put him off." "No, no, Bill, can't you see he's sick?"

No more was said, the conductor went back to the coaches, the baggageman resumed his work, and the vagrant, who seemed rather uneasy after the whispered conversation, stared moodily ahead.

When the train reached the Union Station in Detroit, Bill was busy hustling trunks, and when the conductor came back the man was gone.

"That's gratitude for you," he mur-

mured as he picked up his satchel preparatory to going out.

"Don't forget, Bill, to buy those presents and have them ready for me when I go out in the morning." "All right, boss; s'pose I couldn't buy your wife's present for you, no matter how tired you were?" "No, Bill, I'll buy that—good-night—I'll see you in the morning."

But the conductor didn't see Bill in the morning and, he didn't go out on his run. Instead, he sat in the station for hours thinking, thinking. His face was drawn and white from suffering and his hands were clenched over a yellow slip of paper. The paper was a telegram and red:

John Raeburn: Resignation will be accepted at once. Charged with carrying a man from Chicago to Detroit.

[Signed] E. R. Jones.

So this was his Christmas present from the headquarters—his reward. The man whom he had befriended was a hated "spotter" after all. Out of a job, he murmured, out of a job. He went on murmuring to himself, clenching and unclenching his hands. I wouldn't mind myself, I'm not so young now, but I could start again if it wasn't for Mary

and the children. What would they do now? And the little house in the suburbs half paid for. "Oh, Lord," he moaned, "it's too much, what will they do—what will I do?" He reviewed his years of service on the road. From a lad of eighteen he had worked, and worked himself up to his present position. It had been hard at first—bitter hard. The cold snowy nights on freight trains covered with ice, jumping from one car to another. The long runs, forty-eight hours without sleep. The wreck where he had almost forfeited his life to save his train. All this—and the railroad had reciprocated.

He was a strong man, but when he thought of what he had gone through—how he had struggled, the hot tears rolled down his cheeks. Discharged ignominiously without even a chance to explain. And who would listen to such a story?

The man gave one little rasping cough as every vestige of hope left him. He clasped his hands to his throbbing head in an agony of despair—he arose and walked out, an old, broken disheartened man.

And the crowd rushed, jostled and laughed—for it was Xmas eve.

Expert Views on Immigration.

A Lack of Authoritative Information Emphasized and Present Statistical Data Vigorously Criticised.

Was last year's immigration worth two hundred million dollars to the United States?

Nathan Bijur, Esq., Vice-President of the United Hebrew Charities, believes it would cost that sum to bring up one million people to the age of the immigrants arriving last year.

Is immigration a large and increasing burden upon our charitable and penal institutions? Prescott F. Hall, Esq., Secretary of the Immigration Restriction League, believes such a statement is supported by the testimony of the charity organizations which come in

practical contact with the immigrant.

Do the 1,026,499 immigrant "arrivals" in 1905, as reported by the Bureau of Immigration, represent that great an increase in our "foreign" population? Prof. Walter F. Wilcox, of Cornell University, states that from the above number 328,035 "departures" in that year should have been subtracted, leaving the net gain from immigration in 1905 only 698,464.

Is Immigration alone responsible for limiting the number of days of work for employes in the coal mines? President John Mitchell, of the United Mine Work-

ers of America, claims that 600,000 coal mine workers of the United States are given the opportunity to work about 200 days when they offer to work 300 days a year.

These are some of the more striking questions discussed by members of the Department of Immigration of the National Civic Federation at its annual meeting in New York. Statistics that are generally accepted as representing the facts as to many phases of the immigration problem came in for a vigorous and searching analysis by experts in this branch of knowledge. All "sides" of the immigration issue, including the two most radical views, were represented, and as a result of the analysis of statistical tables there was a general feeling among those attending the conference, many of them from widely separated sections of the country, that the first and most important work to be undertaken by the Federation's new department was the correction of much of this alleged statistical information.

Prescott F. Hall, Secretary of the Immigration Restriction League, in an extended discussion of the present immigration bills now before Congress, alluded as follows to the lack of information: "I think all who have studied this subject for any length of time feel very much the scarcity of accurate statistics on the immigration question. I certainly do. And it is one of the very encouraging things about the formation of this Department that we can hope after a time to get more accurate and reliable statistics. Until that time we have, of course, to take such as we have for what they are worth."

In approving of the educational test provided in the proposed measures, Mr. Hall stated that the purpose of the illiteracy test is not based upon the view that a man is necessarily a better immigrant because he can read and write, but that as a matter of fact statistics show that the class that can read and write is on the whole a better class than those who cannot. He stated that the illiteracy test would not necessarily cut down the volume of immigration, but that it might do so; it would, however,

tend very much to raise the quality. "If one million immigrants a year are necessary for us," he said, "why not get one million of the best instead of one million less good?" It is not merely a question of suffrage, although that enters into it, but it is a question of assimilation, as an immigrant who can read has many channels of assimilation open to him which a man who cannot read doesn't have."

Mr. Hall called attention to a number of diagrams reflecting statistical information as to the effect of past immigration. Referring to illiteracy, he stated that in 1905 the native white population had an illiteracy of 4.6 per cent; foreign whites 12.9 per cent. "In other words," he said, "immigration to a certain extent tends to keep people illiterate in this country. Illiteracy has been going down, but it has not been going down as fast as it would if we had had an illiteracy test for immigrants in the last fifty years. One-fifth of those in the country at the present time cannot speak English."

He called attention to diagrams which aim to present the facts as regards crime among native whites of native parentage, foreign whites, and native whites of foreign parentage. One diagram referred to juvenile prisoners compared with the population of school age, and another showed the male prisoners per million of voting age in 1890. In commenting upon these diagrams, Mr. Hall said, "You observe that the children of the foreign-born parents are more criminal than immigrants themselves to a certain extent. That means for a generation or two at any rate not only is there a great burden upon our penal institutions, but it takes a little while for these unfortunate tendencies to be eliminated. It may be by the fifth or sixth generation this phenomenon will disappear, but for the time being it is in full force, and as immigration is keeping up and increasing, we have that problem constantly before us."

"In regard to the insane, a census bulletin recently issued shows that the foreign born furnishes one and three-quarter times their normal proportion

of insane. And another census bulletin shows they furnish three times their proportion of paupers. The fact that the immigrant is a large and increasing burden upon our institutions is evidenced by the testimony of those who come in practical contact with them, namely, the charity organizations."

Nathan Bijur, Esq., Vice-President of the United Hebrew Charities, stated that in his study of the question of immigration the first thing that confronted him was the absence of accurate and complete statistics. He referred to the charge of despondency on the part of the immigrant as one of the most general arguments against immigration, and in reply said in part:

"First, we are told that the immigrant is dependent upon public support in greater ratio than any other part of the population. Now, it would not be surprising if he were, because the immigrant is a poor man. He comes here from other countries to improve his condition. He, of course, occupies the lowest financial stratum of the social structure. That is, he is doing the hard work. Now, you expect to find among the poorest people the greatest amount of dependence. That is nothing wonderful. I know, everybody knows, that the poor are more dependent than the rest of the people. If you want to abolish poverty, take that up, but do not mix that up and say it has got something to do with immigration, unless you think by keeping out all immigrants you won't have any more poverty; and I do not think that the experience of any country has brought out facts that would justify any such inference. If you find that the immigrant is more dependent than the rest of the population, I would say that would be a very natural thing. But do you find him so dependent that it is really something startling? Do you find him so dependent that you think he is unduly dependent and that you are getting what is known as a pauper class?"

Mr. Bijur referred to a report of the Bureau of Immigration purporting to show the relative proportion of foreign born and natives in the charitable in-

stitutions of the United States, the proportion being thirty "aliens" dependents out of each 1,000 alien population, compared to five out of 1,000 of the naturalized and two and one-half out of 1,000 of the native. Commenting upon this, Mr. Bijur says: "Now that has gone through the entire literature of immigration statistics and it is absolutely a baseless statement. It has not the ghost of a foundation and never had. The trouble is that it does not say clearly whether it means foreign generally or whether women and children are included. It is supposed to refer to people who have been here only five years. It does not say how these statistics were taken which gave the figures 30,000 aliens who are dependent, but we made some investigation of both those figures. Now, remember, this is the very basis of which it has been charged repeatedly that the present immigration is distinguished from the immigrant who came here and was so desirable in the thirties, forties and fifties—that the present immigrant is so dependent. Let us see. The census of 1900 shows that there were but 1,000,000 males foreign born of voting age in the United States unnaturalized, and that is the same number as the 1,000,000 aliens with which is compared the 30,000 dependents. In other words, the report referred to has only as many aliens to compare the whole body of dependent aliens with as there are males of voting age, foreign born, not naturalized, or what we might call political aliens. On the other hand, this 30,000 of alien dependents is made up of men, women and children who have been in this country all the way from five to seventy years, as the report of the New York State Board of Charities for 1905 plainly pointed out. They took 939 cases in the almshouses which were tabulated by the Commissioner-General of Immigration and found that 544 of these were women, and that more than seventy-five per cent of all the cases in the almshouses tabulated in the government report had been in the country five years, and some forty, fifty and sixty years. In other words, that whole

statement which is spread broadcast throughout the country through repetition—the impression that the present immigrant is more dependent than the immigrant who came in the past—is just nothing.

"Now, the other side of the picture!—

the value of the immigrants to the country. To bring up 1,000,000 people to the age of the immigrants coming to us each year, would cost \$200,000,000. We are getting \$200,000,000 brought to the country each year through immigration."

Evil's Supremacy When Mixed-up With Good.

BY JOSE GROS.

From Harper's Weekley, August 11th, we copy the following editorial: "Mr. So and So, the great inventor, says that this is the greatest time that ever was for men who are a little smarter than the common run. The door of opportunity, he says, is open as it never has been before for men who have minds even but a fraction above what is necessary for routine muscular task. He calls it the golden age for men of brains, and adds that the world is growing better and stronger all the time, and the invitation to think is becoming almost irresistible in any branch of human effort. He scoffs at the idea that the poor man's chance of success is less than it used to be, and says he would rather begin now as a poor boy than start again in the conditions that surrounded his early life. A hopeful and appreciative man is that inventor, Mr. So and So."

We suppress the name of that individual, to be found in said Harper's Weekly, because we have nothing to do with individuals in their private individual capacity. We simply deal with public utterances in their relation to how they may affect the conscience of humanity in promoting or suppressing our present social stupidities and wrongs.

And so the door of opportunity is more open than ever! Our precious inventor forgot that we can have two kinds of opportunity, the kind which comes from human laws of privilege to some and denied to the rest; and the kind which natural and divine laws give equally to all men, and is by civilization always denied to all men, thus far.

And so we have men smarter than the common run, those engaged in routine, muscular work, at least 80 per cent of the workers of nations! Our benighted inventor has also forgotten that no inventor would ever have existed on earth without the men engaged in the routine, muscular work. Stop that work, and none of us, smart men, would have any food, clothing or housing to exist in any form or shape, unless we dropped to the job of honest workers.

And so modern nations are so beautifully fixed up as to have one, two or three per cent of the male adults endowed with brains enough to accumulate considerable wealth. The rest of us, perhaps 98 per cent of the race, have no brains at all, because we simply try to be honest by performing the useful work that our smart people graciously allow us to do.

About twenty-five centuries ago the old Greeks spoke of a preceding golden age of peacefulness, honesty, and manhood. We have today managed to manufacture a golden age of brains and smartness with some. Social morality, justice in human laws suppressing the poverty and hardships of those who produce all wealth! Who cares for that? Our smart men, with their powerful brains, have not even learned how to live sanitary lives. They have not learned how to give us the few ethical laws, five or ten, with which we could all live sensible, sanitary, ethical lives. That would about double the health and longevity of the few that manage to reach the age of 70. That would mean

less than one-third of the annual mortality. In this nation alone that would mean about 800,000 lives saved per annum, and actually killed by the unsanitary and unethical civilization produced, invited, promoted by brains, by smart men, whatever that may signify. The data we have suggested can be mathematically proved by historical facts.

The vapid language used by our bright inventor and endorsed by the *Harper's Weekly*, that language embodies the perpetual song of all despotisms, open or masked, direct or indirect, under monarchies or republics. It is the language that education teaches as yet. Let us prove it.

Look at the vast number of well meant select ladies and gentlemen of high intelligence at work or backing many contrivances, beneficent or industrial, with which to redeem or improve the ever increasing number of those in need of direct or indirect help to live some kind of life. To the magnificent results of such efforts our attention is called when we claim the need of a social reconstruction, we, isolated atoms of humanity, troubled with that dreadful disease—"hunger and thirst after righteousness." Many historical periods have had their full dose in similar experiments. Humanity has always had some instincts of self-preservation and considerable goodness besides. It would have perished long ago without all that. None of such experiments, however successful, has stopped the unholy perpetual clash of civilization that commenced sixty-two centuries ago. In its general and final results, civilization remains—"A constant clash between the collective selfishness of the most important men in each nation on one side and the universal equity and altruism of all natural and divine law on the other side."

It happens that the divine plan of human development has never rested on petty, isolated devices tending to the improvement of separate groups of individuals. That has always been the narrow, selfish, human plan. For God, Jesus and natural laws there is but one grand, absolute dogma in the realm of

religion, politics, social and industrial life. The brotherhood of men, fully and scientifically acted out in the grand theatre of national life, touching and permeating all the essential human relations and activities of all of us, even in connection with what is best towards the complete life of all other nations.

It happens also that no kind of education has ever yet told or taught men that we all come into life with two sets of duties, the individualized and the collective. If the latter are not fully respected through strict equity and honesty in the adjustments and legislation of the social compact, for our combined healthy growth, then we create that sickly social environment and chaos we have yet, we all then remain sickly individuals, body, mind and soul, in forms open or hidden, crude or polished.

The least we can do, we fine fellows by 10 per cent or 99 per cent, is not to brag about our brains, smartness, goodness, etc., and thus judge ourselves better than other fellows, our age better than other ages. God alone can count the greater or less sinners, the better or worse ages. Sin is but a relation between our power to do what is best and right towards all, and the degree to which we decline or fail to actualize that power. Sin is every mixture of good and evil in our individualized and collective life. The mixture of good and evil in collective life sins against all of us. It is then the greatest wrong we can perpetrate.

Just as every mixture of clear water and dirty water gives to the latter the supremacy of that combination, so every blending of good and wrong in governmental or collective functions gives to evil and sin the supremacy in the whole combination of individual, social and industrial life. Art, invention, brains, smartness, goodness, wisdom, must then commence in our national relations and activities. There we have the foundation of all healthy development, body, mind, soul.

Through none of our individualized sins do we force all other individuals in each nation to live a fundamentally crooked existence, from birth to death.

It is by means of the wrong ideals we incorporate in law, or in so far as we stand by them through vote, talk or consensus; it is by such active or passive conduct, conscious or not, if we neglect to be conscious, that we actually condemn all individuals in the nation to some kind of fundamentally wrong life, and indirectly do the same against all the individuals in every other nation or race more or less poisoned by the

wretched example we give to them.

In forms conscious or not, we are in the presence of a fixed, eternal wisdom which punishes all mixtures of good and wrong, and makes for joy and completion conditioned to the simple process of letting evil alone to its own power of self-destruction. When shall we, smart men, see the folly of mixing good and evil and thus making evil supreme?

Some Plain Truths on the Labor Question.

Cheap Workers Destroy Business.

G. H. YOUNGER.

As long as civilization stands commercial supremacy will be won only by the nation that holds the best workers. Mere bigness counts for nothing in the struggle for foreign trade. It is the country whose average workers are the best that will control the commerce of the world.

This very truth is recognized as a practical rule of action by trade unions, but by very few of the employers. A pitched battle has been fought again and again between trade unions and capitalists, due to the fact that the latter have tried to displace good intelligent American workers with the most stupid laborers of foreign lands.

Back in 1830 some capitalists made the prediction that higher wages would curtail production and ruin business. Let us see. In 1860, when wages were much higher our factories produced nine times as much goods as in 1830, and our foreign trade was three times as large as in 1848.

It is not "main strength and ignorance" labor that produces wealth and adds value to raw material. Allow me to illustrate; take the manufacture of iron into salable articles. A chunk of iron ore worth 75 cents can be made into a bar of iron worth \$5.00; horse shoes worth \$10; table knives worth \$180; needles worth \$6,800; shirt buttons,

\$29,480; watch springs, \$400,000; and pallet arbors, \$2,500,000. The first three or four values have been produced by cheap slave labor, but the others can be made only by free, independent and highly paid workmen. In 1830 one weaver ran 25 spindles, in 1890 he ran 65. An English silk throwster was told that in America the speed of silk machinery 'had been increased from 5,000 to 7,500 revolutions per minute. He replied, "If our machinery were made to go so fast all our girls would run away." In America, today there are mills that go at the rate of 15,000 per minute.

Over in Germany a blacksmith makes 20 beam hangers a day, here a machine makes 700 a day. Back in Adam Smith's time a pin maker turned out 4,800 per day, today a pin maker turns out 1,500-000 pins a day. In England it costs half a cent a yard to print cotton, in America the cost is one-twentieth of a cent. In Massachusetts the factory worker gets 27 per cent of what he produces, the unorganized worker of South Carolina only gets 19 per cent. and the Massachusetts worker produces in one year \$715 more than the other for his employer. This proves the folly of comparing wages without comparing workers.

In Austria shoemakers get \$7.00 a week, in Lynn, Mass., they get \$12.00;

still the labor cost of shoes is more than twice as much in Austria as in Lynn (71 per cent. and 35 per cent.)

In England a nailmaker gets \$3.00 a week, in this country \$30.00. It looks on the face that the English worker was the cheapest until you discover that he only produces 200 pounds of nails a week while the American turns out 5,500 pounds. Figuring on the English rate the American nailmakers' wages should be \$82.50 a week.

It has often been said the best is the cheapest, this is true in both labor and machinery. One hundred or more years ago the stage coach fare was 6 cents a mile, and it went 30 miles a day; today the fare is less than 3 cents a mile and we go 800 miles a day. China and Africa are the most expensive countries in the world to travel in although everything is cheap.

Adam Smith was correct when he said: "The work done by slaves is in the end the dearest of any." A Greek poet said: "Half a man's worth is taken away from him on the day when he becomes a slave."

It is an indisputable fact that the high-priced worker requires less superintendence, a shorter apprenticeship, is less wasteful, and can be trusted further than the "stupid, cheap workman."

The enormous plants which makes our manufactures known throughout the world would never have been invented nor could they be operated were it not that the American workers have been developed into high-class specialists, swift and accurate.

Where in all the world outside of America is there such a paper mill as the one at Rumford Falls, Me., which turns out every day a strip of paper 144 feet wide and 150 miles long—a total weight of 35 tons. At the present time it is only 20 hours from the tree, out of which the paper is made, to the newspaper in the hands of the newsboy. Where such a steel plant as the one at Bethlehem, Pa., where a 14,000-ton hydraulic press-forge handles a 125-ton mass of iron as if it were only a pound of putty?

Where else do they produce locomot-

ives that can haul in one load the entire wheat crop of 14 square miles of land—making a train a mile long at a speed of ten miles per hour.

Where are there such wheat fields as the one in San Joaquin Valley, Calif., 144 miles square, reaped by a steam harvester and thresher which automatically cuts, threshes, cleans and bags the grain at the rate of three bags a minute?

Do you think it any wonder that we produce more wheat than Germany, Egypt, Russia, Austria, Great Britain and Canada combined, when we cultivate our fields with 50-horse-power steam plows, that plow, harrow and sow 16 furrows at once?

Do you wonder that European publishers come to New York as apprentices when our great Hoe octuple press can print, cut, paste, fold and count 96,000 8 page papers an hour, using strips of paper 50 miles in length? This great machine has 16,000 parts and is as delicately adjusted as our standard watches.

In 1905 we exported \$2,000,000 worth of typewriters; \$1,000,000 worth of bicycles and \$4,000,000 worth of sewing machines. Two out of every three sewing machines manufactured are made in this country. Our kodaks and wonderful stem-winding, lever-set, safety regulator adjusted watches are everywhere. England and Germany combined cannot equal our output of steel.

The trans-Siberian Railway is being built with American materials; the Crown Prince of Japan hired American engineers to build him an earthquake-proof steel palace to cost \$3,000,000. Ere long our builders will be taking orders for sky-scrapers all over the world.

I read that a gentleman in conversation with the Italian and Japanese Consuls in New York was told that trade in their countries was changing from England and Germany to America. Our old enemy, Spain, recently placed an order in this country for 600 railway carriages.

The above shows why America is the great department store of the world.

Our foreign trade has increased with all the tariff walls erected by politicians. The balance of trade is in our favor \$664,000,000 a year, over two millions a day. Our exports in 1901 were over 1,487 millions.

Now what do these facts mean? If they mean anything they mean that high wages and good treatment are not only good for the workers, but are good for the employers and the entire nation.

An Averted Catastrophe.

P. A. B.

It was on December 6th, 1906, a bitter cold night, that train No. 14, from San Francisco, consisting of one mail, two chair, two express cars, two sleepers and one private car, occupied by a party of Salt Lake capitalists, due to arrive at Tonopah 7:20 p. m. was three hours late. The train was crowded. The sleepers held their full quota of slumbering passengers. Coach passengers, as the train neared Tonopah, donned their overcoats and gathered up hand baggage, preparatory to leaving the car. It was a strange mixture of humanity,—such as is seen nowhere but in a mining camp. Here and there were hardy old prospectors, dressed in serviceable suits of corduroy, complacently viewing their surroundings as though nothing could excite them. There were others, of a younger generation, who also exhibited signs of service in the hills by their costumes; all attracted to the great mining state in the hopes of making a "stake". There were those who, by the cut of their clothing, showed themselves to be but recently from the cities, and who, with something akin to awe, endeavored from the car windows to gaze through the darkness without realizing that they were approaching one of Nevada's famous gold camps. Then there were others bound for the greatest of all camps, Goldfield. Little did they realize that they were surrounded by danger; that a false move, a false train order, could in a moment send them to eternity.

Tonopah, Nev., is situated between two mountains at one of the highest parts of the state. Trains approaching Tonopah must climb a four and one-

half per cent. grade, and a "helper" engine is always assigned to assist the heavy passenger trains into the yard. About eight hundred yards from the depot a derailer is located, and here also, as switch tender did I perform my daily routine of duty. The passenger train, No. 14, was delayed at Tonopah depot fifty minutes setting out a baggage car and unloading express, and it occurred to me they must have a meeting with Extra 32 and 10—double header—at Columbia Junction. I was suddenly startled by hearing extra 11 coming up the hill, calling for the switch, and was horrified at the same instant to see the engine of train 14 coming down the hill rounding the last curve and almost upon me. Imagine my feelings! My first impulse was to take my lamp and flag extra 11. I made a wild dash to reach the main line switch before the extra. I succeeded, threw the switch and then frantically gave the stop signal to 14. Record Brady was at the throttle and great was my relief to see the puffing monster perceptibly slacken speed. Brady leaned anxiously out of the cab and hoarsely shouted as he sped by, "What's the matter?" Instinct must have told him that some danger was averted. I now recall vividly how the whites of his eyes showed clearly as he shouted to me. They seemed to reach out and seek the danger. I shrieked, "Look, coming up the hill." I could just hear his muttered exclamation of "My God," and then his voice was drowned in the hiss of steam and roar of the train. He brought his train to a dead stop a short

distance beyond the derailer. The passenger was pulled up the leg of the "Y" to let the extra pass. The first engineer leaned out of his cab and shouted as he went by, "Good work; if it hadn't been for you we'd all be dead." The engineer on the second engine of the double head was asleep on duty, the first engineer being of the opinion that the second engineer had the orders, while they had left their conductor, Alley, at Goldfield Junction. Meanwhile I had 'phoned to Chief Dispatcher Nelson and asked whether he had given orders for the extra to come in. He promptly said "No." "They're here," I replied. "Did they strike," he exclaimed. "No," I answered, "I flagged No. 14 and got them on the straight leg of the 'Y' ". There was a joyful ring in his voice as he shouted, "Good for you, old-timer." We both felt so relieved at the outcome of what might have been a serious accident entailing loss of life and property, that we jollied each other for a time over the wire and exchanged congratulations.

It was then the full significance of what might have occurred came home to me. Had this heavy freight and heavy passenger train collided head-on

engine crews would have been killed, box cars and passenger coaches would have been smashed like kindling wood, the unsuspecting passengers in the sleepers and coaches would have been crushed and mangled, men, women and children coming into this country with nothing but bright hopes would be laying stiff and cold. I could see the anguish and heartache caused in distant homes. I thanked God from my heart that I had been given the opportunity to avert this.

But the unsuspecting passengers knew not the danger through which they had passed and continued on their journey in blissful ignorance of everything.

Newspapers never heard of this,—trainmen kept it to themselves. No one was hurt, no expense incurred, no investigation has been held,—the outside world knew nothing of this little incident in the lives of hardy railroad men where instant action oftentimes saves life and property.

It occurs to me again and again how thankful I should be for the chance to save human lives which was given me on this night, and I am grateful that I was able to grasp the opportunity.

Personal Liberty in Socialism.

BY JULIAN HAWTHORNE

It is well to have read Marx, and other Socialist writers, in order to avoid the waste of time involved in thinking out for yourself things already thought out by them. But when a Socialist, in a discussion, begins to quote Marx and the others to me, I retire from the argument. Socialism is general order, no doubt, but if it cannot at the same time be individual liberty, I want nothing to do with it, and nobody else will, either, after they have tried it.

And it is not enough to say that Socialism will "permit" individual liberty: it must guarantee and necessitate it. Life, under Socialism, must be spontaneous, or it will be nothing. The regimen

of life hitherto has been a moralistic regimen. The pagans—the Greeks and Romans, Persians and Egyptians—all of them based conduct on a moral idea; and the Christians have inertly imitated them. But Jesus Christ was not a moralist; he was radically unmoral; he was the first spontaneously living being in human history. And the reason his self-styled followers have, in fact, directly opposed his example in their own conduct, is because they have continually and unfailingly disobeyed his "first and greatest commandment,"—which, with one sweep of spiritual insight, he substituted for the whole Decalogue,—“that ye love one another.” The Decalogue propounds the moral law

—ye shall not do thus and so: it is the law of death. The law of Christ is positive, creative, the law of life—love one another. Nothing more is needed; for of course, if I love you, I am in no danger of doing you wrong or injustice; I shall not steal from you, lie to you, slander you, covet your possessions, or commit adultery with your wife. The Decalogue, except as a record or statement of the proclivities of the savage or “unregenerate” man, simply disappears: it drops out of the situation. Love is enough; it settles all scores and corrects all crookedness.

It was another love—self-love—that forced the Decalogue into existence. We have been busy, lo, these many thousand years testing the merits of that plan of life, and we have triumphantly, irreparably, with myriad-fold repetitions proved that it won't and can't work. It is the plan of destruction and damnation: the anti-social plan; the treacherous plan; the plan of hate, murder and theft, and of all corruption and uncleanness. Because I love myself, I must hate you and all other men, or seem to love you only by loving, in you, my own interests, which you in part and temporarily may be able to serve. But such self-interested love is also hate at bottom.

How, then, has the organization we call society contrived to exist all these generations? If we have been all along cultivating a principle which tends to antagonize every man in deadly hostility to his fellow, how comes it that our communities are so comfortably and amicably organized, and that we are so polite and considerate one to another? You know the answer—“enlightened selfishness!” Yes, that is it; selfishness, not in its crude, natural, blundering, honest, naive, almost lovable form; but—enlightened! And assuredly the light whereby it is enlightened comes straight from the hottest furnaces of the nethermost hell. The infant and the savage, in their selfishness, are innocent and candid; they want all the good things for themselves, and they make no bones about saying so, and getting them if possible. But the man of enlightened selfishness is the man of lies, of hypocrisy

and treachery, of malice, of envy, of hatred hidden under smiles, of murder wearing the robes of innocence and mercy; of anarchy preaching under the forms of law. This enlightened selfishness—this educated and cutthroat deviltry—has learned by experience that what is sauce for the goose is sauce for the gander; that open fighting for the fleshpots results in nobody getting anything; that cunning and deceit are infinitely better thieves than bludgeons and tusks. We must be civil, we must be moderate, we must be moral—or the odds against us will prove too great. We must so conduct our stealing that it shall seem to be not stealing but giving; we must commit our murder so skilfully that we shall seem as physicians striving to save life; we must usurp power so demurely that our victims will think they forced it upon us. We must, in a word, keep the Commandments. But we must keep them for what we can make out of them. For so much self-denial, so many dollars and cents or their equivalent. You may say no, but only in order to do yes. It is self-denial only on the outside; the ravening wolf is inside all the time. The Decalogue, or moral law, becomes the cloak worn by the devil to work his will with impunity on earth.

But this mercenary interpretation of human conduct involves further and more vital mischief. For the “virtuous” or “moral” man,—the man who keeps the commandments—is a “good” man, and as such not only commands the respect and reverence of his fellows, but also,—or so he comes to imagine,—gets a lien on the special favor of God. And this supposed favor enables him to adopt the “I-am-holier-than-thou” attitude which Christ exposed and denounced in the Pharisees. That attitude illustrates pure diabolism; it is not only the worst of crimes against the fellow man, but it is a profanation of what is most holy and precious in our conception of God,—that he, like a huckstering trader, drives a bargain with his creatures,—so much heavenly reward for so much behaviour. Would you worship such a pawnbroker of a

God, respect him, or love him? Of course you wouldn't.

But are we to understand, then, that a moral life is a wicked life? The church has been telling us for 2,000 years that if we don't obey the commandments, we will be damned. If it now appears that we will be damned if we do obey them, what shall we do about it?

The dilemma looks desperate; but it only looks so; in truth, there is no dilemma at all. Certainly we must not be immoral; we cannot rob, murder, and commit adultery, and yet inherit the kingdom of heaven. Immorality never was and never will be the path to blessedness, temporal or eternal. We must not be immoral,—heedless of or hostile to the welfare of our fellows; but we must, like Christ, be wholly and heartily unmoral. That is, we must so unaffectedly and ardently love our fellows that the mere idea of doing them harm of any kind shall never enter our hearts. We shall, then, no more think of a Decalogue than an active boy thinks of the perils and difficulties that attend his infantile efforts to walk; or than you, an educated man, think of your early wrummings with the spelling book and grammar; or than the athlete, in using his muscles, thinks of the beef and mutton and wheat which went to the making of them. In the man who loves his fellow—who has found his only true self in his greater self which is society—the moral law has been digested, assimilated, taken up, and forgotten; it is bone of his bone and flesh of his flesh; he can no more be "virtuous" than he can be wicked; he has passed out of the sphere of duty, conscience, virtue and morals altogether, and has entered the higher sphere of spontaneous goodness—of goodness for the pure pleasure of goodness; of being good because, practically, he can't be anything else. As the savage or unregenerate man was spontaneously selfish, because he could imagine no delight so great as that of getting all good things for himself: so the regenerate man is spontaneously selfish, because he has discovered that there is no delight comparable with giving good things to others. And the

force for good of this spontaneous or unmoral man is a myriadfold what the force of any virtuous or moral man could be: because the latter can be good only through self denials—withholdings and starvations and crucifixions of the natural passions and propensities, whereas the unmoral man denies himself nothing, and uses all his passions and propensities, since these are now no longer capable of being directed against the welfare of others, but only in furtherance thereof.

All this brings us back to what I began with saying about the necessity that the life of man under Socialism must not be virtuous, self-conscious, or moral, nor immoral, of course, either, but unmoral, spontaneous, unselfconscious, selfless, realizing self only in others, and, therefore, really for the first time in history good. If Socialism were to be a sort of paternalized morality, it would produce a worse hell upon earth than has ever yet been known here—and that is saying much, and, of course, supposing it established, it would immediately cave in and blow up in hideous disaster. But it will be no such dismal and ridiculous matter. Socialism will be orderly, not because any paternalizing persons decree it shall be so, but solely because it cannot be anything else, for there is an essential order in life—inherent, archaic, inalienable, organic—an order far more real and indestructible than any things or principles that can be arranged in accordance with it. It is a spontaneous spiritual order, answering to the spontaneous natural order that we see in the visible universe. But, of course, this spontaneous spiritual order cannot avouch itself until man returns to himself as a spontaneously living being. In other words, it is an order that presupposes goodness in its subjects—natural love and service. Then, there will be no more thought of civil than of moral law—the law will be wholly internal, voluntary and simple, and in this sense Anarchism and Socialism will find themselves as one. An external law is always an evil, though in a self-seeking world it is necessary evil; but an internally felt law is a delight, being the

expression of the condition which the heart desires to impress upon things. And when all are for one another and none is for himself, the heart's desire of all will be harmonious.

In such a community, or state, the individual, obviously, would have his completest development, for there would be nothing, either external or internal, to control, restrict, or impoverish his development; and instead of one man being any longer a wearisome replica, counterfeit, or imitation of another, there would be a variety so inexhaustible and intense, so profoundly alive and energetic, so happy each in his proper way and function, so invaluable and uniquely useful each in his degree and genius, that the world would be a paradise on that account alone.

You may object that the state of spontaneous goodness is a long way off. It is as far off in principle from our present state as zenith is from nadir; and yet it may be but a short way off in time. We

seem very wicked just now, looking at ourselves through the newspapers; but mankind can never form a true contemporaneous judgment of itself; and, beneath this corrupt and educated surface there may be a profound state of wholesomeness and purity, secretly perfecting itself and ready to bloom into visible manifestation. At all events, I feel pretty sure that we shall never have Socialism upon any conditions other than the above indicated. Socialism, if it be anything, is the best thing in the world—the best that has ever been, the best that we can conceive as ever being. And it must be accordant with the best and final state of the individual man, the state of mutual love and consequent spontaneous and moral goodness. Personal liberty can never be known or enjoyed by any man living under any other conditions; and no life that does not unite personal liberty in the supreme degree can be either tolerable or stable for any being with an immortal soul.

The Halt at Cumbres Pass.

It was in the month of January, we left old Cumbres Pass
Our destination, Chama, and beer to have a glass,
With twenty-four brave Japanese, as all the world
must know,
To load some ties for the railroad, in the wilds of Mexico.

Their sleeping cars were all snowed in, on siding
number two.
And a voice came from their leader, "Now, my
boys, it's up to you,
For to leave these snowy mountains, ye are willing
all, I know,
But we'll give it hell when loading ties in the wilds
of Mexico.

When starting out of Cumbres Pass, 'twas a pleasant sight to see
Those heroes of the Orient, a jumping round with
glee.
The snow was ten feet deep, or more, but every
little man
Stuck to his pick and shovel, for 'twas their only
plan.

The engine that pulled this outfit, was numbered
Two-o-two.
Her throttle pulled by David Rusk, of her actions
well he knew.
The fireman, Thomas Coughlin, from a place they
call Tralee.
Was big enough to shovel coal for two as large as
she.

And her pulling power was wonderful, I'll have you
all to know,
For she made four trips for box cars, from Cumbres
to Coxo.

Written and composed by J. Ryan; sung by Dan Quinn, and approved by David Rusk, and the rest of the outfit.

And when she stops for a blow-up, she sounds just
like a band—
This is the sort of engines they have on the Rio
Grande.

Frank Martin was conductor, and his work he did
so well,
I've often heard these little Japs wish he was far in
H—
With his brakemen, Darraw and Timmons, and
foreman, Danny Quinn,
All starting for New Mexico a new life to begin.

So out upon the main line they set this private
train,
And just to let an engine pass, side-tracked it once
again,
The train was well inspected, and ordered to run
slow,
By that experienced air-jammer, for short we'll
call him Joe.

Our conductor to the depot went, his orders there
to get,
Mike Nelligan he interviewed until he got so scared,
He returned to his outfit cars and broke this awful
news,
That we had to stay at Cumbres, which gave us all
the blues.

And now I think we are destined here for another
week or so,
The job of loading railroad ties we gave up for
bucking snow,
And as for drinking beer, my boys, out of bottle or
of glass,
We have set aside that notion, till we leave old
Cumbres Pass.

EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

C. D. KELLOGG, Editor.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

Give the Railroads a Square Deal.

Possibly it would be putting it strong to say of the railroads that, "They have sown the wind and are reaping the whirlwind," but there seems to be point to the remark. No person with a vision anything like normal, but what gives to the railroads their just share in the vast material prosperity of this country—indeed it is not extravagant to say that the railroads have been incomparably the greatest factor in that development. It would be past human comprehension to contemplate all this railroad building and operation without seeing the manifold temptations to which the owners and those in charge were subjected by not only the vastness of it, but by the very nature of such work. In our mind's eye we see an intricate network of steel rails stretching from ocean to ocean, from Canada to Mexico and the Gulf, and we but dimly comprehend all the ingenuity, the diplomacy, the politics, the influencing of state and national legislation, and the exercise of almost every function of the human mind in the attainments thus represented—is it therefore, greatly to be wondered at that vice, corruption, dishonesty, infirmity of purpose, and disregard of the rights of the public, should manifest itself? In what other sphere

of human endeavor do we observe an absence of all those vices people so quickly and eagerly charge to the railroads? Let us think! Insurance? That feature of business which would allow a man to place around his loved ones a financial barrier against the gaunt form of want after he has been laid in mother earth! Could a form of business touch a more tender chord in the human heart? And do not the revelations of the last few years reveal to us that the great insurance companies were simply honeycombed with vice, corruption, graft? Surely, we see little consolation here. Let us turn to the great shipping interests and see if they could throw a stone or do they live in glass houses? They surely do, and they are mighty thin ones, too. Who does not know that before the large shipper, the railroad is really helpless, if it is to get their business? And so we have had rebates, discriminations, special favors, and other things as they came into the shipper's mind—could the railroad refuse to make such deals? Certainly they could, the Judge is just across the street, perhaps, and he could appoint a receiver in a few minutes, but we have a very well settled idea that if we owned a railroad we would not want it operated by a receiver. That comes

pretty close to government ownership. Little consolation, then, in the direction of large shipping interests. Legislation, national, state and municipal; has that been free from vice and corruption? Far from it. Has not the slimy fingers of graft reached far into our national congress? Have they not also, well-nigh held state legislatures in their grasp? And the brazen corruption in municipal government in the last few years marks a depth of moral obliquity rarely, if ever before reached in the annals of crime. Truly this is a severe arraignment of the great business interests of the nation, and shows conclusively that the railroads are not any worse, at least, than the rest of the industrial forces. Of course, we do not say all this to in any way condone the faults and sinning of the railroads against business integrity, but simply that the whirlwind should not blow entirely in one direction—there has been such a close community of interests in all the sinning that the hand of the same sinner might be found in several places. A rousing of the public conscience is a good thing, a proper education of the public to a just realization of its rights in the matter of legislation, business probity and in affairs of quasi public utilities, is all right and proper and probably should extend much further than it does, but let us have a care, let us be sure we are not going to injure that function of business which has most contributed to our national welfare and progress. Let the public beware lest it is sowing the wind which will eventually result in the whirlwind of confusion, bankruptcy and all the resultant evils consequent on the demoralization of one of the greatest industries of the nation.

We do not think this is sounding a needless alarm, for news from the various state legislatures this winter, shows conclusively that there is a feeling abroad in the land which may easily induce the legislators to enact legislation that is ill-considered, precipitate and without intelligence, and may result in railroad bankruptcies and ruined in-

dustries. This is no plea for a return to the old evils which beset the railroads, nor would we interpose an objection to a proper regulation or large supervision of the railways, but let such action by the different states be entered into without passion, or ignorance of the consequences of such legislation.

The demand for a two-cent rate, per mile, for passengers, seems to be the impelling desire in most of the legislatures, no difference is made whether the roads are operated in the thickly settled sections of the east or on the arid plains of the west; no thought seems to be given to the facts of the case—roads may have been constructed over level stretches of country where little more was required to build them than to lay the ties and spike the rails to them, or they may have been built in a section of the country where grades, curves, tunnels and all the difficulties of snow and ice are to be encountered, but the legislator seems not to take that into consideration at all, he plunges blindly forward demanding a two cent rate. A demand for a uniform two cent rate, or any other uniform rate under all these varying conditions, is absolutely devoid of the first element or reason and justice, and it is difficult to believe that such demands and intentions are actuated by a spirit of fair dealing. We believe in a square deal for the railroads just as much as for anything else or anybody else, and there is little doubt but that wholesome state legislation in conjunction with the recently enacted national legislation, would be a good thing, yet very earnest thought should be given to what is "wholesome" legislation. Let not the legislators of the states or nation be deceived or try to deceive others, because for a verity we know there are thousands of railway managers in the business today whose only desire is to do their full duty to the business they operate, and to the public. When we say "railway managers" we mean those who get out on the line and operate their roads, not those who operate their roads in Wall street.

Labor Unions in Politics.

Labor unions in politics! and pray, why not? Isn't this a political country? A country of politics? Did we not get by politics whatever of liberty and independence we have? Did not the stupendous protected interests of the country get their protection, either by active or passive politics? (We do not intend to intimate a particle of opinion one way or the other, in what we say about protected interests). Is not the cry against the tariff, the trusts, the railroads, the corporations, fixed incomes and great wealth, a species of politics? Much of it, perhaps, of the cuttle fish variety, which seeks in its own murkiness to obscure the real point aimed at, but nevertheless it can be called by no other name. Active or passive our politics may be. We may say we do not meddle in politics at all, but that very fact is a contradiction; the stay-at-homes are a mighty force in politics, and one the active politicians take very particularly into account. It is very evident we cannot escape political influence in this country if we would, and if we are not active for our own interests at large, then the probability is that we are being "used" or "exploited" for the benefit of some selfish interest. It is a pretty safe assertion to make, and one that goes right down to the very quick of humanity at large, that if we don't look after our own interests, no one else will. If we do not take a positive affirmative interest in politics in our own behalf, on the vital questions of interest to the laborers, why should we expect others to do so? If a labor leader is put up for some office who is usually the first to say that his interest in the workers extends only to the point of getting an office? We are painfully aware that it is the workers themselves. No good reason exists why members of organized labor should not occupy a majority of the seats of our municipal, state and national legislatures, and one of us be the executive head of the government. This seems to be a most elementary contention from the simple fact that the

workers are very largely in the majority—and do not majorities rule in this country? They should, but they are often ruled—and not by the worker's friend either.

We might also remark in passing, that if more judges were recruited from the ranks of organized labor, then less of the legislation passed for the benefit and protection of the laborers would be declared unconstitutional. We earnestly wish, of course, that the selection of judges might be made by some occult power or through some celestial manifestation, but as long as that cannot be done, we are of the opinion that the workers are as well qualified to make the selections as are those whose interests would and do lead them to select men whose education, training and experience in life are not in sympathy with the toiling masses.

Two events in particular have recently given the subject we were considering quite a good deal of notoriety and thought. At the last parliamentary campaign in England between fifty and sixty representatives of organized labor, members taken from the wage-earner class, committed to the principles of Labor Unions, were elected to the House of Commons. The other event to which we give note was the participation of the American Federation of Labor, in the Congressional elections last fall. No unfavorable comment seems to have arisen regarding the participation of the English laborites in matters of legislation, so we may assume that they have discharged the duties of the trust with at least as much honor as the other representatives. There is quite a good deal of difference of opinion as to the active good accomplished by the American Federation last fall in its campaign; and on the face of the returns, we must admit the results do not look very encouraging, but a deeper and more analytical study of them, convinces us that the benefits will be far-reaching and important. Out of all the mass of criticism, abuse, falsity and partial friendliness that has been heaped on

the Federation, it is good to see so sound and logical an article as that which the former Attorney-General and later Secretary of State in Mr. Cleveland's second cabinet, has recently written for *The Inter-Nation*. Mr. Olney "welcomes the advent of organized labor into politics." And like whatever else he says, it is said in an impressive, candid and convincing way. Contrary to what one might expect, Mr. Olney boldly expresses the opinion that, "the best guarantee and strongest hope of the continued ascendancy of American political principles" is to be found in the active participation of organized labor in politics.

Mr. Olney avers, with truth, "that we are living in an era of materialism—in which physical comfort and well-being, the acquisition of wealth, the promotion and expansion of trade and commerce, are of absorbing interest in all civilized states." He states with clearness that "among the weapons which the industrial competition has developed is what is popularly known as the 'trust.' It is a weapon of great potency, since in its essence and final analysis it is such a concentration of capital upon an industry as minimizes, or tends to minimize, the cost of production." And Mr. Olney concludes that "the 'trust' has earned the right to be regarded as an economic evolution." And in justification of that conclusion he adds "that there is no stronger proof than that the 'trusts' not only continue to exist, but to actually grow and flourish." Noting, that "it has encountered such a degree of popular prejudice, has been so bitterly condemned by the press and from the platform, has been such a theme for denunciation by political demagogues, and has been unrelentingly harried by legislatures and by courts, that its unimpaired and even increased vitality must be deemed to be another signal instance of the ineffectiveness of artificial restraints when opposed to the operation of natural laws." After recounting the other objections to the "trust" Mr. Olney concludes that its tendency is to "concentrate political power in the hands of a few rich men is undeniable, and that the crucial question in this connection,

therefore, is, by what means and through what agencies can we hope to preserve the commercial benefits of the 'trust' and at the same time protect ourselves against its sinister and injurious operation politically." The answer Mr. Olney gives, is so replete with the simple, natural, far-reaching and sublime reasons for the very existence of organized labor that we give it in full, and we challenge a successful contradiction of his contentions.

"The answer is suggested by what labor has found itself compelled to do in order to secure just consideration from capital in respect of wages, hours of work and the other conditions of employment. It is necessary to bear in mind the general if not practically universal attitude assumed by capital towards labor. Economically it is in substance that the capitalist not only manages, but absolutely owns his business; may carry it on or not as he pleases; and if he carries it on may employ whom he will at such wages as he chooses to pay. Politically, his attitude is practically the same. Regarding certain policies and certain men in office as important to his business, he resents any action by an employe which is antagonistic to those policies or those men and is only too apt to find in the antagonism sufficient cause for depriving the employe of work. In so doing he is strictly within his legal rights and exercises a power which for obvious reasons is not to be abridged without urgent necessity. The helplessness of an employe under these conditions is obvious. Single-handed he is absolutely remediless, however unwarranted or oppressive the course of the capitalist may be. Only by combining with other employes for their mutual defence and protection can he hope to deal with capital on anything like even terms. The recognition and appreciation of this situation by the wage earners has led them from very early times to combine with more or less thoroughness and effectiveness for the conservation of their common interests. The Labor Unions of modern times only adopt and act upon the same principle, though with an elaborateness of organization and of methods which adds im-

mentally to their power. The result has been a radical and beneficial change in the lot of the wage-earner, who has been released from the bonds of industrial vassalage, who must now be consulted as to the terms upon which he shall work and who is thus enabled to secure living conditions consistent with the reasonable wants and aspirations of a human being.

But if there is any special reason why an agency which is to be credited with doing so much for the material and spiritual welfare of labor should not be used in the field of politics, it is certainly not immediately apparent. It would seem, indeed, as if what has already been gained by labor through the Labor Unions could be preserved and perpetuated only by resort to the like organized combined action in political matters. It may be objected that the participation in politics of organized labor is to be considered as it affects not merely the class of wage-earners but the community as a whole, and that such participation is to be deprecated because tending to array the poor against the rich and to make the gulf between them even wider and deeper than it now is. But the objection, if not wholly specious, is certainly not to be assumed as fatal. A certain degree and amount of antagonism between the two classes is inherent in the nature of things. It exists and will continue whether the poor make themselves felt in politics or not, and as organized and united action is their only effective weapon, common sense, to say nothing of ordinary fairness, should lead the rich to view the resort to it rather with respect than resentment. The true question is not of labor's providing itself with the one formidable weapon it does command, but of its probable use of that weapon. That labor is likely, especially at the outset, to make mistakes in its use, is only too probable. But through its mistakes, whose worst consequences will fall upon its own head, it will learn wisdom, and there is no sufficient reason to doubt that in the long run organized labor as a participant in politics will prove itself a desirable and a salutary factor. It is bound to be a powerful, if

not a complete, check upon the drift towards government by a monied oligarchy and will thus enable capital to be concentrated upon an industry to any extent required by economic efficiency without peril to democratic institutions. Its especial value in that regard—in its combination of political safety with commercial advantage—it is difficult to over-estimate. It would seem to be certain that a return in this country to the day of small things—of many short railroads, of many little factories, of many little enterprises, operated and carried on by as many different owners—is wholly impracticable, and if seriously attempted would dislocate and disorganize our entire industrial system, would throw a large proportion of the wage earners of the country out of employment, and would be fatal to all our prospects of success as producers and traders competing for custom in the markets of the world. But, if we would preserve unimpaired our industrial capabilities and opportunities, including among them any necessary use of accumulated capital, what else can we rely upon for the safe-guarding of our political institutions except the judicious and independent use of the ballot by the wage-earners of the country?

“Though on this ground alone the participation of organized labor in politics may well be justified and desired, it would be a mistake to suppose that there are not other and even better grounds for welcoming such participation. If it be assumed that the free institutions of this country are on the whole better for mankind in general than any that human wisdom has yet devised and are to be preserved at all hazards, it necessarily follows that the so-called laboring class has an interest in those institutions surpassing that of all other classes of the community. How he may so act politically as to promote that interest is a question which the ordinary laboring man is incompetent to decide and feels his incompetence to decide. He inevitably submits to guidance from some quarter, and, unless he gets it from a source in

touch and sympathy with himself and the class to which he belongs, he is tolerably sure to take it from demagogues or partisans who use him for their own selfish purposes. It is by applying to political affairs the same concerted action which has proved so advantageous in industrial affairs that there is ground for the hope that labor will secure for itself political results equally beneficial. The same judicious and effective leadership that has developed in the one case may reasonably be looked for in the other and with such leadership organized labor as a political factor may be expected to render most important services both to itself and to the country at large. To understand and appreciate the nature of those services, it is only necessary to bear in mind what the care and promotion of the special interests of labor will imperatively call for. It will require labor to stand for equality of op-

portunity for all men—and against privilege in any form; for taxation measured by the protection given and the ability to bear its burdens—and against taxation insidiously devised for the enrichment of particular classes; for economy and thrift in public expenditures—and against graft and extravagance however disguised; for the largest measure of personal liberty consistent with public order—and against all forms of paternalism; for international trade relations conceived in a spirit of equity and fairness—and against the continuance of relations so aggressive in their selfishness and greed as to inevitably arouse national anger and hostility; for peace and pacific methods of settling international controversies—and against war and the huge armaments which find in actual war their sole excuse and justification and inevitably operate as a temptation to war."

That looks simple don't it? Well they have got two ways of promoting socialism out in Girard, Kansas, that look just as simple as that. One is to send \$7.00 in "currency", stamps, money order or draft, in advance and get a case of cotton-seed oil by freight. The other is to subscribe for as many \$10.00 shares in the oil manufacturing company as possible, in order to build up a "Workers' Trust" that will be bigger, and more powerful than any ever built up by wicked capitalists, or would-be capitalists. We neglected to say that they make cotton-seed oil in Girard, Kansas. "Let us merge our interests and make them identical," writes the oil man to the socialist. That's even simpler than our caption. Or, in other words, they will oil the socialism and socialize the oil and then things will slip along without friction

as they generally do when well-greased. Or, in still other words, they will kill the hated trusts by creating a still larger trust, on the theory, we presume, that "like cures like," "the hair of the dog is good for the bite," *similia similibus curantur*. We are real glad they are trying oil on their socialism out in Kansas, because as a general proposition we believe in reducing friction by the use of oil, not particularly the cotton-seed variety, perhaps, but that different kind which made it possible for the proposed trust to get a start—the kind which makes it possible to "own" shares of stock in that oil trust, or any other trust. Shucks, we also forgot to say that Girard, Kansas, is the home of "The Appeal to Reason," the editor of which is a strong advocate of socialism, but at the same time believes in a good, healthy bank account and a large rent-roll? Yes? Well, well.



The Phantom.

"O.s.* o.s." said Jerry Lamb, night owl at Buttercup;

"O.s., train four departed—" "Ham!" Dick Dennis said, "wake up!"

Dispatcher Dennis heaved a sigh. "That night man is a fright;

He'll gad about all day, then try to mix me up at night.

Train four is due at Buttercup at *three* o'clock a. m.,
And now that plug has just woke up at *two* to o.s. them."

As Dennis spoke Banoff began to jiggle on the key;
"O.s., o.s., train four—" "Hey, man!" said Dick,
"you're nutty! see?"

Train number four will not arrive at Banoff for an hour."

The night man answered: "Bet you five you're full of half-baked flour."

"Why, boy!" said Dick, "it's now two-eight—Your clock's an hour fast."

"Two-eight it is; again I state, train number four has passed.

The helper and myself were out and got a great big truck

Plumb full of baggage. That's about our usual run of luck."

"Who's the conductor?" Dick enquired to further test Banoff:

"Bill Gary handsomely attired." Said Dick, "The stuff's all off!"

Between Banoff and Onacurve they met a train of wheat.

Said Bill: "You guys have got your nerve to try a main line meet."

They didn't hit, but when they stopped the pilots hugged up tight.

Bill stood amazed, his brow he mopped and asked,
"Are your clocks right?"

Before the squabble ended and the freight backed into town,

Bill said: "My friends, I take the stand your watches have run down."

And every man aboard the freight took out his watch and chain

And set it up an hour straight. Then Bill went on again.

The operators half the night, broke in to say "o.s.;"
Dick's language wouldn't do to write. "They're full," said he, "I guess."

* O.s.: a signal used by operators in reporting to dispatchers the arrival and departure of trains.

At first he thought it was a joke the boys were trying to play,

And so at each he took a poke in his good-natured way.

But finally he realized that things were out of whack
And number four might be capsized unless he cleared the track.

He called each station in its turn. His labor was in vain.

He raised each office but to learn that each had cleared the train.

And in its most erratic flight across the Sunflower state,

Train four met other trains that night, both passenger and freight.

The Indian Arrow Route, you know, is thoroughly equipped

With automatic blocks, and so its trains are seldom tripped.

Thus sped the train along the line for ninety miles or more.

At last Dick raised West Pumpkinvine and said:
"Hold number four."

And when the operator called and said: "Train four is here,"

Dick said: "Tell Bill that he has balled up things. Get in to clear."

Just then the chap at Buttercup broke in—he's quite a clown—

And said: "Tell Gary he's called up that he may be called down!"

West Pumpkinvine and Dennis tried the case by wire at once;

They found Bill guilty and applied to him the title "Dunce."

Bill sat and smoked and waited, while they argued pro and con;

At last he said, "This work is vile! Tell Dennis I am gone."

And then he gave the engineer a signal; way they flew

Before the night man got Dick's ear to ask him what to do.

At Summersalt there was a spill. Train four turned upside down.

Dick saw, with an awak'ning thrill, the wreck. A dream!

ONE BROWN.

Dreaming.

Back in old Ohio where the Buckeyes grow,
And the natives of Ross County husk their corn,
And the shanghai and the bantam on the fence together crow,
I dream I hear the herdsman blow his horn.

I dream of pigs a-squealing, the guinea's noisy crying,
I hear the drum of pheasants on the knob,
I smell the scent of bacon, as upon the stove 'tis frying,
But the pancakes start my poor old heart to throb.

The lowing of the cattle brings to me a sad refrain,
Of the pleasures I enjoyed upon the farm,
But the memories of my boyhood with me always will remain.
How my parents tried to shield me from all harm.

So, it's take me to Ohio where the buckeyes always grow,
For I long to see the place where I was born,
And hear the pigs and guineas and the cattles' gentle low,
And the music of the herdsman's silvery horn.
C. C. BUNDY.

Questions of the Hour.

WALTER COPSEY.

The Order of Railway Conductors is the creature of necessity, and a child of evolution. The coming meeting of the Grand Division of that Order, to be held in the City of Memphis, Tennessee, during the month of May, 1907, will mark another mile-stone in its history. Many will be the disappointments encountered by those attending the Grand Division, and many will be the delights enjoyed,—while some will be called upon to endure struggles of which they little dream.

PROGRESS

The onward march of civilization and progress will demand the enactment of laws compatible with the present and future possible requirements of the Order as it stands today in relation to the remainder of the industrial world. The organization stands amongst the foremost battalions of the Industrial Army, and is a powerful unit of that mighty body of wage-workers. The inexorable laws of evolution must be complied with, and they are unquestionably shaping conditions which will demand that the Order of Railway Conductors bear its share of the industrial strife. Perchance the coming convention may be the council of war wherein are matured the plans of campaign, and the commanding officers chosen who will lead the Organization to victory and better working conditions with a more enlightened policy. It is therefore my purpose to treat on some important features of requisite legislation for such an organization as viewed from the standpoint of the Protective Department of a labor organization, which is practically the barricade erected for the defense of the position of the member, and the protection of the wage, thereby making the secondary or insurance feature a possibility. Were it not for the influence wielded by the protective departments of such organizations, wages today would doubtless be such that adequate insurance would be an impossibility; therefore, I shall assume to treat upon subjects entirely within the executive

and protective fields,—leaving the insurance struggle for those who have made a study of that subject.

POLITICAL ECONOMY

Every American citizen has duties civil, political and economic, as well as those directly pertaining to the home. These duties are now more than ever needing the attention of those who toil. The advent of organized labor into the political arena aroused considerable feeling in certain quarters, and censure was hurled at the leaders of the movement by those who seek to cast public opinion in the mould of the plutocrat. On the other hand some prominent labor leaders have acknowledged the necessity for a more active participation in the guidance of the economic and political destiny of the Nation by labor unions. The struggle which organized labor, and especially the railroad fraternities, has been compelled to seek in requisite legislation in the Safety Appliance Act, the Arbitration Act and the Employers' Liability Law, is possibly the best indication of what is really and truthfully demanded at the hands of the membership of such Brotherhoods. The opposition encountered from the Railway Companies, through their legal departments in the courts, and their lobbyists at legislative centers clearly demonstrates that they deny the members of the Brotherhoods the legislation which their industrial positions demand; this should not be lost sight of,—nor should the fact that eternal vigilance is required on the part of the Brotherhoods, through their legislative representatives, the watch dogs of the members' interests; consequently serious thought should be given this matter and a solution for the problem sought. Sane conservatism is admirable, but at the same time too great inactivity should not be permitted to supplant sound judgment. While expedition may sometimes be dangerous, delay and hesitancy may more often prove disastrous to the cause. The Organization is constantly

progressing and never retrograding, therefore arguments and conditions which were eminently satisfactory and suited fifty years ago, and even during the initial stages of the Order, are not now at all suitable. If these duties civil, economic and political mean the bread and butter of the membership, they should not be neglected.

At the incipency of the organization a system of government was desired, and that of representation by delegation was considered the most effective and desirable. At the present time evidence is being submitted showing that such a system is no longer the most effective, and that the business of fraternal bodies may sometimes be more expeditiously and more satisfactorily handled by improved methods. The present system of biennial conventions is, at best, bunglesome, and necessitates unnecessary expenditures and annoyance. This is a question which is forcing itself upon associations and communities and demands thought and study on the part of the membership of such bodies. Such a method is in reality a relic of the feudal and parliamentary ages, and was instituted at a time when the conditions were such that it was as easy to go to parliament in person as it was to send a written document. Those days of conditions and necessities no longer exist. This is the age of progress, of electricity, telegraph, fast mails, telephone and other modern devices. Years ago the instrument for recording the expression of thought was a reed, which in turn gave way to the quill of the goose, it to be superseded by the steel pen; this latter was found to be inadequate because of the necessity for carrying around a bottle of ink if one wished to use it at all times, and it has now given way to the typewriting machine and the fountain pen. Each stage of this evolution brought forth more desirable and more advantageous accessories, not one of which show retrogression. Parliament was instituted as a governing body at the time representation was confined to Lords and Barons. Universal suffrage has created a necessity for more

direct legislation, and this is being also felt in fraternal bodies, and the Initiative and Referendum, the modern and scientific method is being introduced and successfully operated in quite a number of fraternal bodies and commonwealths. This modern method is more effective, and more desirable in fraternal bodies because of the fact that the expenses of conventions of such bodies are borne by the membership thereof, and represent hard-earned wages, which should be guarded jealously and when disbursed made to serve the best purpose, and the effect of the Initiative and Referendum form of government for the Order of Railway Conductors would probably be more beneficial than at first contemplated. The curtailment of expenses will permit of the money thus saved being applied to a formidable protective fund, thereby creating and insuring security; it can be diverted into a channel from which may be supplied many of the necessities our disabled Brothers, widows and orphans now need. The probable effect of such direct legislation from a progressive standpoint will be: (1) The introduction of desired legislation by a certain percentage of the membership; (2) It will provide for a referendum to the entire membership of matters of general concern; (3) It will provide for the endorsement or disapproval by the membership, of any enactment of law which may be introduced by the executive body; (4) It will permit of a more thorough discussion of all matters of importance so submitted,—whereas under the system of representation by delegation quite a number of the delegates are unaware of what is to be introduced until the question is brought up for action, and will therefore obviate the necessity for any hasty action; (5) It will permit of introduction of any necessary legislation at such times as the necessity may demand, without having to wait two years as is now the case, and in the progressive age this is an important feature, as well as a necessary and desirable one. (6) It will reduce the general expenses of the organization and will make work in other desirable fields possible without increasing the per capita tax of the membership,—a most desir-

able feature in a fraternity composed solely of men who work for a living. There are scores of other pungent reasons why fraternal bodies should adopt this modern method of legislation, but lack of space forbids; therefore suffice it to say that the Initiative and Referendum is to the present form of government what the fountain pen and typewriter is to the reed and the quill, or what the self-propelled automobile is to the palanquin. It is a most desirable and efficient modern method for conducting the business of associations and other bodies, and is worthy all the thought, study and consideration the membership can give it.

PROTECTIVE DEPARTMENT

The concentration of wealth has resulted in the centralization of power, and has created conditions necessitating a more thorough organization of the executives of the various protective departments. While it was demonstrated in 1894 that a heterogeneous association of railroad employes was impracticable and undesirable; yet we have evidence and demonstration in the several offensive and defensive alliances entered into by and between the various principalities in Europe wherein a principle is developed which would apply equally as effective to the various Brotherhoods engaged in the transportation service and should be given consideration, and its adoption would be nothing more than complying with the requirements demanded by the conditions which evolution imposes upon the wage workers. The effect of such an alliance is well understood by the readers and therefore does not require explanation, as it has been intelligently handled in various articles appearing in the columns of the CONDUCTOR from time to time.

OFFICIAL ORGAN

The necessity for the existence for an official channel of instruction regarding the laws of the community of fraternal body needs no comment,—therefore acknowledging the

necessity for such a publication, wherein exchange of thought, fraternal discussions, etc., etc., may be carried on, let us deal with the question of such publication. To be effective it must be surrounded with wholesome restrictions, but no prejudiced lines should be drawn; it should permit of the expression of advanced thought and the advocacy of matters which will prove of interest and benefit to the organization which it represents, and it should be maintained at the highest possible standard of efficiency. Ample provisions must be made for sufficient funds to properly carry on the work of such a publication, and the Editor and Manager should be in a position to exercise sufficient discretionary power to make the publication of the greatest value to the Order, and should be instructive, entertaining and should be conducive to the interests of the Organization as a trades union, in defense of the rights of its membership.

EDITOR AND MANAGER

The Editor and Manager should be recognized as a Grand Officer, and should be paid a commensurate salary, and should have complete control of his own department, subject to the approval of the Chief Executive of the Organization. The requirements of the position are such that his salary should be in keeping therewith and he should not receive one penny less per year than is being received by the Editors and Managers of the official publications of sister organizations. I know nothing concerning his present salary, and merely make these suggestions as food for thought on the part of those who may possibly have the regulating of these provisions. Ample evidence is on hand as to the efficiency of the present incumbent of the office, and I would be derelict in my duty in treating of these matters were I not to give credit where credit is due, as the Editor of the CONDUCTOR is recognized in the labor-journal world as an authority on matters industrial.

LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

In reading the letters from the different correspondents, which appear from month to month, I cannot but notice how seldom anyone mentions our Fraternal Beneficiary Association. We read of Schools of Instruction, Socials and Teas, the good things to eat and pretty things for sale—and while the schools are a necessity and sociability goes a great ways in this world, yet at certain times our thoughts will turn to the more serious side of life, and then is when our insurance appeals to us. But does it receive the support it should? It seems to me it does not, as only about one-fourth of our entire membership is insured. I cannot understand why so many women are opposed to life insurance. Some consider it, "not in their line"—that is the husband's duty. Many are insured in other orders, others are certain they would surely die if they filled out an application, and many are indifferent and are content to be just social members. Do we consider what our Order means to us.—a few years ago the most of us were strangers, yet conductors' wives. Today would we care to sever the ties which bind us so closely together, and give up those we have learned to know and love—No, and to my mind the true meaning of our Order is "Good will to each other while living, and protection to loved ones after death", and such thoughts are worthy the noblest natures and truest hearts. In the midst of life we are in death, as only a glance at the daily papers tells us. It is not a pleasant subject to linger over and we fully realize money can never recompense for the loss of a dear one, yet it helps to meet the many perplexities of life, which sooner or later fall to the lot of all. The one by whose side we walk through life is ever mindful of this fact and as his equal, we should be willing to share in a work which should appeal to every heart. In a few weeks we meet in Grand Division and I wish it were possible to have every Division represented by an Insurance delegate, and, Sisters, there is yet time before April 1st to forward your application. It is a duty you owe the insured members you represent. I trust more time will be given this year to our insurance laws. It is the last work to come before the Convention—the delegates are becoming tired and have "home" in

mind, and sufficient time and thought have not been given in the past to this part of our work. The time has long since passed when our insurance is an experiment, as the advancement of the past two years will prove. and upon the large-mindedness of the members who understand and appreciate the conditions depends the sturdiness of the association. As time passes, it will be required to meet greater demands, and careful thought and consideration are necessary to keep the association in a condition to meet these demands. Compulsory insurance and a higher Death Benefit will no doubt be advocated and every delegate should know the voice of her members and be confident of filling her position with credit to the Division she represents, for upon these delegates depend the welfare of our Order for the coming term. Perhaps a few words in regard to remitting assessments may be of some assistance to the insurance secretaries. Complaint comes from all directions that so many Sisters are dilatory and negligent. The insurance secretaries are placed in charge of the insurance work in their respective Divisions, but it is not expected of them to keep members in good standing if they fail to do so themselves. It is done many times and the kindness of the insurance secretaries, considered in the light of duty on her part. Every insured member should be as familiar with our laws as the insurance secretary, honor and obey them, thus permitting the insurance secretary to do the same. We have entered upon a new year may it be our advancement and prosperity. We cannot all be presidents or secretaries, but every Sister can do to the best of her ability, whatever her hands find to do and thus work for the common good. It is the inner feeling that exists in the heart which tells in all work. Our motto teaches us a beautiful lesson—It has drawn the picture of charity, not as a gift from the overflowing purse, but it has painted in living colors the necessity of being charitable with our words. The fated purse can never overcome the evil wrought by an uncharitable tongue. It presents the importance of Truth, a woman in face and figure may be a Venus, but unless her inner soul is truthful, we can see in her nothing but ugliness and deceit. When the spirit is honest even though the face and figure be

plain, that person will live in our memory forever. We are taught the value of friendship and brought to realize how unhappy and lonely life would be without communication with friends. An organization of this kind has a bearing upon the character of the home. It teaches us the lesson God intended every woman should know in order to prepare her to guide and to direct the minds of the future.

And only the Master shall praise us, and only the Master shall blame,
And no one shall work for money and no one shall work for fame;
But each for the joy of working, and each in his separate star
Shall draw the Thing as he sees it, for the God of things as they are.

Insurance secretaries please Note Constitution "K", page 82.
Dedham, Mass. MRS. W. M. DRAKE.

Editor Railway Conductor:

Rapid Transit Division No. 45 is always moving onward, letting today be a step higher in the development of our character than yesterday. Above all things do not stand still in the journey of life. Go forward, but be sure you travel the right road. The great thing in this world is not so much where we stand as the direction we are going.

One of the enjoyable affairs of Division 45 was the public installation of officers on January 6, 1907. Oatley Division No. 102 and its families were invited to attend. A ten course dinner was served. During the second course Sister Lang, acting toastmistress, called for toasts which were responded to by several of the Sisters; then called upon the Brothers for well done roasts. All seemed to do justice to the dinner, but when it came to serving roasts, some of the Brothers took to the tall timber, as they called it, but it is generally known that railroad men are not very fluent roasters.

The program following installation was a very interesting one, composed of vocal and instrumental music by the children of Division 102 and Rapid Transit Division No. 45. Everything passed off very nicely and those who were fortunate enough to be able to attend considered the afternoon well spent.

In the December CONDUCTOR Brother Porter wished to hear from some of the Sisters in regard to the Home question. We have, to my knowledge, two or three disabled conductors in Division No. 102. Why not give them what their policy calls for after they have paid in a certain amount or have reached a certain age, then they might be able to make a home for themselves or do something to help themselves and still be with their family and friends. There are all kinds of homes throughout this vast country of ours for the sick and disabled. Let us look around among our Sisters and see how many of us would be willing to have our husbands sheltered in an institution of this kind as long as there is any possible way of having them with us in our own homes. "Be they ever so humble, there is no place like home". The Home may be all right for those who have no

families or friends, but what is our Order for if it can't take care of such members? Only a small Division trying to exist, can realize what it means to increase the expense of each member, as the expense of delegate and other local expenses are greater for them than where the membership is large. When these Divisions have members who are sick or in need of assistance they must be taken care of, and perhaps he belongs to a Division where only half are in a position to help him, it does not seem wise to increase the expense of each member for the purpose of building a Home. If the Relief Fund is not large enough, why not add to it? and help the sick or disabled from the Fund. Let us make our own homes and keep our loved ones there.
Grand Rapids, Mich. MRS. L. W. GRIFFIN.

Editor Railway Conductor:

January 4th Ashtabula Division 73, and Riverside Division 214 held a joint installation in O. R. C. Hall. Division 73 first installed, with Brother August acting as installing officer, and Brother Brown, Grand Marshal. After which the Auxiliary installed, with our Past President, Sister August, installing officer, and Sister Lyons, Grand Marshal.

Then came a social hour and refreshments which all enjoyed very much.

We have had several card parties this winter for the benefit of the Division and at present we are interested in a quilt which we expect to raffle.

Our Division is not a very flourishing one, but we are still alive and initiated two new members February 6th.

I am happy to state that Brother Green, who has been seriously ill since last October, is greatly improved and is able to see his friends.

Brothers of 73 are very kind to us. We have our hall rent free both for Division meetings and socials. Another thing we greatly appreciate is the use of a new piano recently purchased by them.
JENNIE G. BROCKETT.

Ashtabula, O.

Editor Railway Conductor:

Now that the old year has passed, let us start on the new year with renewed strength and vigor. Let us have a more steady attendance at our meetings and make the year 1907 a banner one. We can do it if we practice Sociability, Charity and Perpetual Friendship towards one another and thus living up to our obligations in every way. Let us come into closer fellowship with one another. Life is short and death comes unexpectedly to us all.

We pass and speak to each other. A look, a voice, then silence. Without forethought all interest is lost. We should regard our Order as one large family, and deal kindly with each other. Friendly feeling brings out the good traits, while a cool reserve encourages the meaner nature. Let us give due regard to this and lighten the burdens of others.

Yes, the old year is gone and the new is here; And with its presence comes new hopes, renewed pledges. Upon the waters of the new year we launch our Division, our boat, like some gallant

old battle-ship, manned with new officers and a noble crew.

Lincoln Division, No. 20, L. A. to O. R. C. installed their officers for 1907 in Odd Fellows Hall, January 6. After installation we had a musical entertainment. Tables were laid for the guests, 87 in all. A big turkey dinner was served by the ladies of Lincoln Division, L. A. to O. R. C., to the members of 38, of Des Moines, and their friends.

On February 16 the Sisters were all invited to Sister Maroney's to a surprise on Sister Planagan. She was given as a remembrance a beautiful solid gold pin of our Order. As we said good bye to our Sister, we felt a great loss, but we felt that her place was where her daughter's health was to be benefited.

Mrs. Lee.

Des Moines, Iowa.

Editor Railway Conductor:

On January 20th we had a public installation with Z. C. Priest Division 56, O. R. C. of Albany. Brothers being first on the program, tried to do their best and not let the Sisters get ahead of them. They had a very pretty march practiced which the ladies enjoyed very much, and when the Sisters were given the word to take the floor, another good time was enjoyed by all. Next on the program were piano solos and recitations. There were different conductors that made speeches that were enjoyed by all. The day was very pleasant so there was a big turnout, about 200. We then adjourned to enjoy the good things that were prepared by the Brothers and Sisters. Everybody had a good time, I guess, because they all looked pleasant when we said good-bye.

Division 36 is still increasing, there are still applications coming in all the while.

Albany, N. Y.

Mrs. G. D. Jones.

Editor Railway Conductor:

Again it is my privilege to greet all Divisions of the L. A. to O. R. C. as correspondent of Eschscholtzia Division No. 191. I was re-elected on December 12th, so again the honors are mine to mar or merit.

Though removed from the midst of one among my circle of dearest friends—the Sisters of Division 191, I will do the best I can to let you know what we are doing.

About March 26th will mark the 3rd anniversary of our Order. Prior to that time the conductors and their families were strangers, so to speak, in Kern, California. Now how different! All acquainted and a transformation in the sociability of this "set" has been brought about through the organization of Eschscholtzia Division. Thanks to the promoters of the organization!

Our members are scattered far and near, yet there are the faithful few who keep the good work moving along.

Through change of correspondents, last year, little was heard from us, yet much could have been written, for the Sisters were untiring in their efforts to be sociable. Socials of different kinds were given throughout the season. The meetings were held through the summer months. The most enjoyable affair was a "Witch Party",

given in October, about 200 guests were entertained by the Sister "witches", who were voted royal hostesses.

The usual election took place December 12, and an entirely new set of officers were elected. They are an efficient corps, and, judging from their conduct in their respective offices on January 23rd they will have a very successful term. Just let the members of any order be loyal to their officers, and an unsuccessful term cannot follow, for as old as the hills, and as true, is the saying: "United, we stand. Divided, we fall".

As stated before, I shall keep you posted on our doings, provided the Sisters do as they promised at election—write me from time to time.

Some preparation is being made to send a delegate to Memphis in May. How I should like to be there! Wonder if "Tot" will be there.

Visalia, Calif.

Mrs. C. H. Lucb.

Editor Railway Conductor:

Charity Division, No. 61, entertained at cards February 22. Prizes were given for the highest score. The score cards were small red hatchets tied with white and blue ribbon.

Lunch was served at the close of the game and netted a neat little sum for the treasury.

All of our ladies who were quarantined are out with us again. We are out after new members and have applications ready at any time.

Sioux City, Iowa.

Mrs. O. B. Mooney.

Editor Railway Conductor:

I find that it has been a long, long time since this Division has had a letter in the CONDUCTOR, but I am sure it is not because we have been idle—1906 proved to be a very prosperous year to us financially. We held our annual barbecue at East Lake in June, and cleared for our treasury about four hundred and thirty-five dollars. Sister Ferguson won the prize in our ticket selling contest.

We have just elected our officers for 1907. Sister Berry is our President, although I notice that the name of Sister Taylor still appears in the CONDUCTOR and I will say with congratulations to Sister Taylor, that the "stork" has left a wee Auxiliary girl who is now "president" at Sister Taylor's home.

We are all looking forward with great pleasure to our next convention as it is so near us, and is a southern convention, this time. I think our entire Division should attend.

Sister Hardwick is our delegate, and we are assured of being ably represented, and we feel safe in saying that we know that our northern sisters will go home from Memphis with an earnest assurance that the Auxiliaries are all right in "Dixie."

I must say with criticism to our goat, that he made but one "round trip" in 1906, (and no overtime) but we think with new 1907 harness on, we can look forward to better progress this year. Our attendance was not very flattering either, but we won't complain. We hope that 1907 will prove a most prosperous year to all. We enter upon the duties of the new year with earnest endeavor to do all we can for the advancement of our Order, and I think I may safely say in behalf of this entire

Division that we again pledge to our highly honored President, our hearty support and co-operation in anything pertaining to the good of the Order, and to the prosperity of this Division.

In the early part of the old year our Grand President held a School of Instruction in our city, and I feel sure that we were all greatly benefited by her teachings, and she especially urged upon all members the importance of regularly attending the meetings, and I am sure with better attendance we can do more work. So Sisters, let's all be at the Division next time. We love our President. We assure her of our entire confidence and appreciation. We are proud of every officer and member. We know they are loyal and true.

In conclusion, we extend a cordial invitation to all members to visit our Division, and as we haven't had a letter in the CONDUCTOR for over twelve months, we beg the good editor to print us this time and we promise an improvement over this feeble attempt in future. Mrs. B. A. COOPER.

Birmingham, Ala.

Editor Railway Conductor:

Division 88 is in a flourishing condition as we have been adding new members right along.

We had hoped to have our Deputy Grand President, Sister Ody, with us for installation.

Our Past President, Sister Sherman, installed the officers, also presented our retiring President, Sister Barry, with an insignia of office in a neat little speech.

We hope our officers of the ensuing year will be as faithful to their duties as those of the preceding year.

Having been honored with the office of delegate, I hope to meet you all in Memphis next May.

I extend a cordial invitation to any Sister coming our way to visit our Auxiliary. We are proud of it and want to show everybody we have reason to be. Mrs. IDA MAY MERRITTS.

Altoona, Pa.

Editor Railway Conductor:

I will again endeavor to contribute a few lines from our Division. I am delighted to inform you that we are now located in the B. of L. E. club room. Here the surroundings are much pleasanter and we enjoy the change very much.

At our first meeting in the new hall we celebrated in a most delightful manner, it being the annual installation of officers. The officers were duly installed by Sister Harck, of Granger Division, No. 90, Jackson, Mich. At the close of the ceremony Sister McKeen, of Jackson, in her usual charming manner, presented Battle Creek Division No. 230. in behalf of the visiting ladies from Jackson, an elegant gavel made of choice California woods. Sister McKeen advised us to use this gavel "wisely and firmly." This gift was heartily appreciated by Division 230. Sister Mitchell and Sister Kilsey of Jackson were also with us. After the close of the business session the Sisters were joined by the conductors in partaking of a chicken pie supper. The evening was spent in playing progressive pedro.

Sister Mitchell's little Dorothy and Sister

McMurray's daughter Marguerite recited in their usual delightful manner, which was enthusiastically received.

We are now looking forward with pleasant anticipation to a series of thimble parties, to be given monthly. Each Sister being required to bring a dime to increase the treasury. Sister C. R. Martin was a charming hostess to the first of this series. Her beautiful home was decorated with the colors of the Order and roses, carnations and ferns.

The afternoon was employed in needle work and social conversation, interrupted by a delectable luncheon.

We held a children's banquet February 1, in our Club Rooms from four till six. The time passed most pleasantly for the little people with games, guessing contests and various childish pastimes. The young people were then escorted to the dining-room, where a delicious supper was served after which the festivities were again resumed. Shortly after six the merry party dispersed with many pleasant thoughts of the occasion.

We are getting our goat ready for work at our next meeting. There is a growing enthusiasm in our midst. I am glad to say there has been very little sickness in our circle. I would say to the Sisters who have disagreeable contentions in their Divisions, if each one would look within and note their own imperfections, the failings of others would greatly decrease, and many a sharp speech would never be uttered, by thus remembering our motto, Charity, Truth and Friendship.

Sisters, let us help one another,

And always be true;

And you will find our motto

Will ever guide us through.

Battle Creek, Mich. Mrs. H. G. WALWORTH.

Editor Railway Conductor:

We are having a very good attendance and at our last meeting we initiated three new members and moreover there is quite a growing interest in our Division work which is quite encouraging. Our series of socials, I am pleased to say, is progressing delightfully. Our second was given by Sister Clinton Davis on December 19. It had rained in the morning but despite the inclemency of the weather, we felt fully repaid when so many smiles greeted us as we entered. It was well attended and fully enjoyed by all, especially the cake and chocolate. Brother North Abbott honored us with his presence and proved quite a help in many ways. The January social was claimed by Sister Abbott in her new home on Webster street. Our Sister proved an ideal hostess and aided by a beautifully decorated home and fine weather everything went beyond our anticipations. Our number was large and it really looked like the whole Auxiliary had turned out to do honor to the occasion and a merry happy crowd were we, playing until the announcement of taking up the tallies. After this chicken salad and punch were daintily served, upon which many compliments were passed. Brothers C. W. Bradley and J. North Abbott were in attendance. Our February social was given by your correspondent on St. Valentine's day. Invitations tallies and prizes were all in hearts and

we played progressive hearts, which proved quite interesting, even growing somewhat noisy at times. After this fortunes were told with hearts and a bow and arrow, the refreshments were served and the adjournment followed. Several Sisters attended who had never been with us before and they were surprised to find we had such a good time. We also had a goodly number of visitors.

Our next will be with our President, Sister R. W. Smith, on Canal street and how we wish all of our Sisters could be there for we always have a good time with her, so,

If you and your friends to our social should come,

We will promise to give you a lot of fun,

On March the nineteenth at two of the clock

We will listen patiently to answer your knock

At 4017 Canal st.

New Orleans, La. MRS. JAMES W. KINABREW.

Editor Railway Conductor:

Burns Division, No. 232, met at the hall the second Thursday of this month in regular form, most all members present, balloting on one candidate, who was accepted, after which we were invited to partake of a bounteous supper, with Sister Davison as hostess and to which we all did ample justice, and if some our conductor's wives knew what a nice time we have at our social gatherings and how much better feeling we have toward each other they would certainly join the L. A. to the O. R. C.

We are hindered a great deal by so many of our Sisters moving away, but nevertheless we have a very flourishing and prosperous Division, but we have not gained all the new members that we hope to, but we are still keeping after those who are eligible to membership.

I think the cold weather always brings with it more sociability, and we are certainly working wholly for the good of the order. There has been a great deal of sickness among our members, but we do hope they will all be out at our next meeting ready for business. But in many ways our members have been loyal and true. Now, Sisters, let us all try and attend these meetings regularly and see how much more interesting you will find it. And then we may all look forward to a coming year of success.

And may the coming year bring each a blessing and an honor to the L. A. to the O. R. C.

Creston. Ia. MRS. GEORGE V. ALEXANDER.

Editor Railway Conductor:

Division 300 of San Francisco, I am happy to say, is prospering, regardless of our disastrous beginning in earthquake and fire and the many changes it brought.

Many of our members became widely separated, but all have remained faithful. Many new members have joined us and altogether, we have much to encourage us.

We have had several teas, raffles, etc., which we not only enjoyed, but added greatly to our treasury.

With hard work we prevailed upon our President Sister Edwards, to again take the chair. She's a jewel and we don't like to lose her. I feel we owe

our existence as an Auxiliary to her strenuous work.

Our Division held a joint installation with the Brothers of 115. They had a swell banquet and an enjoyable time, generally. The Sisters presented Sisters Hughes and Cullen of City of Oaks Division 107, (who have kindly assisted at our first and second installations) with pieces of hand-painted china. Our worthy Secretary, Sister Murray, was also presented with the same.

We feel very kindly toward our neighboring Sisters of Oakland. They have always been so ready to help us, particularly during our first struggling days, and to the Sisters of the different states, who voluntarily sent us assistance, we are most grateful and hope if trouble should ever come their way they will not hesitate to call on Division 300.

I would like to say to our non-resident members, if it is impossible to come to Division occasionally, write to us, and any little items for the good of the Order we will thoroughly appreciate. Come, Sisters, help us all you can.

San Francisco, Cal. MAMIE ARMSTRONG.

Editor Railway Conductor:

Our installation is past and our new officers are working with a great deal of interest.

Brothers, urge your wives to join us; it is a noble work, its teachings are beautiful and if every Sister would live up to it they would be better for having linked hands with L. A. to O. R. C.

The ladies of Division 189, Dennison, O., have by this time become thoroughly acquainted with the work and our meetings are very interesting and instructive. We have had no new members for some time. However, this matter can be easily explained by noting that most of the Sisters, realizing the good of being connected with such a grand organization, joined at once, but there still remains a few we would like to have among our membership and hope that some of the yet unmarried conductors may take pity on us and be overcome by Cupid's darts and in that way secure us new Sisters.

Sisters Murphy, Flood and Gray, at our last meeting, surprised the Division with a very palatable lunch which was enjoyed by all, and Sisters, I hope this good work will still continue.

Uhrichsville, Ohio. MRS. W. F. MILLER.

Editor Railway Conductor:

Switzerland Division is in a flourishing condition, although the attendance might be better. A great many that could do not attend the meetings, the faithful few are always on hand. When our President called us to order December 6, we had election of officers and everything went nicely, as it always does. After meeting closed, ice cream and cake was served by the refreshment committee; it was quite a social affair and enjoyed by all present. On January 13 we had a joint installation of officers with Division 153, in Odd Fellows Temple. The officers of Division 153, O. R. C. were installed by Brother McAlister, assisted by Brother Brelsford as marshal. The officers of Division 155, L. A. to O. R. C. were installed by installing officer, Sister W. J. Zerbey, assisted by Sister Sherry as Marshal.

After the conclusion of the installation ceremonies the members of both [Divisions] proceeded to the Central Hotel where a fine banquet was served. Covers were laid for seventy-five members and friends. The dining room was beautifully decorated in red, white and green. After supper all returned to the parlor, where music was furnished, which was enjoyed by all. Then singing the hymn, "God be with us till we meet again," all returned home.

Sister Meyers, of New Haven, honored us with a visit and all were glad to see her back in the Division room again. Sister Sherdon has been sick for over a year and is quite helpless, but with the assistance of some of the members she was able to attend the banquet. Sister Walker is sick but we hope she will soon be out again.

Now, Sisters, having closed another year, may we begin a new year with an earnest endeavor to do all in our power for the advancement of our Order and may our Order grow dearer and dearer to us as the years go by, many of us think too lightly of the solemn obligation we take when we become a member of the Order, and if we have been careless and thoughtless in the past let us from this time forth strive to be true Sisters, true to our Order.

Sisters, let us not hesitate to do what we can; let us not shirk the meaning of this little word *duty*. Now, if some of our Sisters that stay at home would wake up and come to meeting we could do so much. As you know, in numbers there is strength. As this Division has been blest for the past year, we ask the blessing of the Most High for the year 1907.

MRS. ALICE WALKER.

Mauch Chunk, Pa.

Editor Railway Conductor:

Binghampton Division 164, L. A. to O. R. C. has elected her officers for this year.

Thursday, January 10, our officers were installed by our Past President, Sister A. C. Smith. After installation we had lunch, then returned to Sister A. P. Smith, our new President's home, and played cards and had a very pleasant time.

We have been sewing for the Orphan's Home this winter, going to our different homes and having light refreshments, trying to create an interest in our Division. We were afraid our past President could not be with us for installation as Brother A. C. Smith has been very ill, but am glad to say he is better, and she was with us. Sister Collins could not be with us as she was quite sick.

Binghampton, N. Y. MRS. H. T. BOLLES.

Editor Railway Conductor:

We have in this city of about one hundred and fifty thousand inhabitants with one lonesome railroad running into it, as fine a lot of conductors, it is claimed by the officials, as ever wore that badge of honor, and no officials were ever more highly respected. Their sound judgment and sympathy with the men has won the allegiance of all and though we have no O. R. C. Division, consequently no L. A., we have a grand mutual admiration society with which we shall have to be content until other roads come and we are more able to maintain a Division. I should be happy to see our dear Grand

President, Sister Moore, and our dear Grand Vice-President, Sister Conlisk, at work here, as I have seen them work in the L. A. in the Great United States.

We enjoyed the letters of Sisters Curlin and Ingraham from the home Division at Fort Worth, Texas. The wanderer's heart turns back.

The climate of Mexico is balmy and springlike; the sunshine glorious. Strawberries are cheap; but alas! Castoria is one dollar and twenty-five cents a bottle, and the twins cry for it.

MRS. WILLIAM KELLY SMITH.

Guadalajara, Mex.

Editor Railway Conductor:

It is my duty as well as pleasure for the year 1907 to write you of the progress, prosperity and social diversion of the Benevolent Division, No. 17.

The public installation of officers of the Brethren of the O. R. C., and the Ladies' Auxiliary, was held jointly on the evening of January 5th, '07, the Brethren chivalrously giving the ladies precedence. Sister Sims, installing officer, and Sister Troup, Marshal, conducted the ceremonies with due solemnity and grace. This was followed by the installation of the Brother officers. Brother Rigin led in prayer and gave a short reminiscent talk and also words of kindly admonition. The speaker of the evening, Mr. William Welsh, was then introduced and gave some very interesting O. R. C. statistics. Superintendent N. A. Willis, of the Burlington made a few pleasant impromptu remarks, and Trainmaster E. J. Worden, spoke briefly of his former connection with the Order.

The ceremonies then being concluded, all marched down to a most sumptuous, complimentary banquet supplied by the Brethren, which was heartily enjoyed. There were one hundred and twenty served. The guests were Mr. and Mrs. N. A. Willis, Mr. and Mrs. E. J. Worden, of St. Joseph, Mo., Mr. and Mrs. W. Welch, of Kansas City, Mo., Mr. and Mrs. Larkin and Mr. Fletcher, of Brookfield, Mo.

I have tried to be brief, Brother Editor, and will write you later how the ladies in Missouri "do" things.

MRS. CHAS. F. KINZEL.

St. Joseph, Mo.

Editor Railway Conductor:

It has been said that some people seek honor, others have honor thrust upon them. I am fully convinced that I belong to the latter class, as this is the sixth time that I have been burdened with the official "scrawl-stick" of 137—getting even with one this year for my negligence of last.

We have started in this glorious new year with renewed vigor which bespeaks great results in the end, under the leadership of Sister Clements. A better selection was never made to grace any President's chair; amiable *always* and ever thoughtful of other's welfare, beloved and respected by all.

Many of us hope to be able to attend the Grand Division this year, as Memphis is of easy access to us. We understand that our Sister Davis is delegate elect from Houston and wish to extend congratulations to Houston Sisters, for certainly a better selection could not have been made. Our

dear little Senior Sister Baird has moved to Ft. Worth. We deeply regret giving her up, but feel that she will be well cared for under the protecting wing of "Mother Tygard." This makes four of our best Sisters in Fort Worth now; Sisters Coffey, Luther, Davenport and Baird, don't forget Lone Star.

We sustained a heavy loss in the removal of Brother and Sister Purcell to St. Louis, and wish for them prosperity and perfect contentment in their new home.

We enjoyed a jolly social meeting with our new President last week and hope soon to resume our social teas "for the good of the Order," as it were. The sympathy of the entire community is with Mrs. Jeff Coffey in her recent terrible bereavement, the loss of her husband. Certainly few better men ever happen this way.

SISTER MAC.

Cleburne, Tex.

Editor Railway Conductor:

As nothing has been heard from Charity Division No. 61, for some time, we feel compelled to give outside Divisions some idea of our standing. We are doing the very best we can, and are trying to increase our membership at every opportunity. So many of our members are non-residents, that we are considerably handicapped.

Some of our ladies have had small pox in their families, but I understand all will soon be out of quarantine.

Our finances are in fairly good condition. We are planning an afternoon for February 22, combining some of the features of Valentine's Day and Washington's Birthday. All to be done for the good of the Order.

Mrs. O. B. Moody.

Sioux City, Iowa.

Editor Railway Conductor:

Tinsman Division, No. 206, is again ready for the duties of another year.

A joint installation was held in January, and was enjoyed by all present, it was the first one held since our organization, but we hope not the last.

The orchestra that furnished music during the latter part of the evening and during the serving of refreshments, is the son and two daughters of Conductor Lewis. Their music is of the best and Brother and Sister Lewis can surely be proud of them.

We hope that all the members will realize the duty of being present and taking active part in the discussions that arise. This is what makes the meetings interesting and enjoyable.

Trenton, Mo.

Mrs. R. HAMILTON.

Editor Railway Conductor:

Well, a few lines from Monument Division, No. 81, as she has not been heard from since August, and it is about time that you all know of the wonderful progress she is making since my last writing. We have had many entertainments and among the many was celebrating our anniversary, which we all enjoyed, and we were more than surprised to see such a good turnout of our Brothers; it brought me back to years gone by when we started

our good work as an Auxiliary. They were always ready with a helping hand when we held anything for the good of the Order, so Brothers, come again; you are always welcome. On January 3rd we installed our new officers. I will never shrink from doing anything that belongs to our cause.

We are just starting out to hold a contest for a handsome diamond ring. The contestants are Brothers Shipley and Riley and we know they are good workers for our cause. We intend holding a sauer kraut supper on April the 2nd and at that time the contest will close. We have a good lot of working Sisters and when we start in we generally make it a success. We expect to ballot for a new candidate at our next meeting and that will add one more to our working band.

Baltimore, Md.

Mrs. JENNIE SLOAN.

Editor Railway Conductor:

On January 23 Division 184, celebrated its third anniversary with a luncheon preceded by a very interesting program, which was enjoyed by all, especially Sister Faulkner's recital of her first experience on her grandfather's farm.

We have twenty-nine names on our charter and now have fifty-seven members in good standing. During the three years we have lost four members by transfer, and death has called two from our number. We have seventeen insured members.

Sister Bailey, of Venice, invited the Sisters to help her celebrate her birthday January 14. The ladies greatly appreciated the musical program which was followed by a delicious repast. The Sisters with one accord voted Sister Bailey a delightful hostess and wished her many more just such pleasant birthdays.

Our beloved President was called upon to give up her son, Guy, a young man of bright promise for a successful future.

We have very interesting meetings the second and fourth Wednesdays of each month and extend a cordial invitation to all Sisters visiting East St. Louis, Illinois.

Mrs. S. W. KOELLER.

East St. Louis, Illinois.

Editor Railway Conductor:

The year 1907 finds Volunteer Division 123, in a fairly prosperous condition. We have lost several of our members, who have moved away during the past year, and several for other reasons. This has decreased our membership somewhat, but we hope soon to take in two or three new members, whom we will gladly welcome to our Division.

On December 30th we held joint installation with Division 215, O. R. C. A banquet was served at one o'clock for which we received much praise from the Brothers. We then held installation, the Brothers installing first. After installation there were short talks by the new presidents, J. D. McCormick and Mrs. W. R. Terry. A number of others also spoke for the good of the order.

On the evening of January 9th, after our regular meeting, we held a social session. Refreshments were served and Sister Terry in behalf of the Order, presented Sister Thornton, our Past President, with a beautiful berry spoon.

We have, in connection with our Division, a sewing circle, but we have not done much in that line this winter, as the weather has been so cold, and the days so short; however, we hope soon to continue our meetings and trust that every one will be ready to do her part. In November we held a bazaar which was a financial success.

Austin, Minn.

MRS. JOB TUCKER.

Editor Railway Conductor:

On December 28th Rock City Division, No. 135 and La Rue Division No. 199, had a public installation of officers, and we were very proud of the many compliments received on our work, especially those from the conductors. I really think we took them by surprise. After the installation we had a delightful program and served supper.

Last week our much beloved organizer, Mrs. LaRue, of Knoxville, Tenn., was in the city. We had a called meeting of our members, and had the

pleasure of meeting with her again and entertaining her in our Division room. As this is my first letter, I want to urge the Sisters to attend the meetings more regularly and not seem so indifferent; but let us all turn over a new leaf and make this new year a bright and happy one.

Nashville, Tenn.

Mrs. JAS. H. WEBB.

The Medal Contest.

The Medal Contest has been decided by the Advisory Board and results in awarding the Medal to La Rue Div. No. 199, of Nashville, Tenn.; Rocky Mountain Div. No. 207, of Missoula, Mont., and Bridge City Div. No. 43 of Logansport Ind., being 2nd; Pride of Streator Div. No. 104, Kankakee, Ill., and N. D. Maher, No. 177, of Bluefield, W. Va., being 3rd in the contest.

Yours in C. T. and F.,

Mrs. E. Higgins,

G. S. and T.



A Ballad of Valentines.

MADELINE HUGHES MENAUGH.

"The Gods themselves send olive oil"

If we may believe what old Greeks say,
But the deity that fills the flasks,
Has never sent a gill my way!

I've heard about this world's loaves,
And read about Dame Fortune's fish;
But the fickle goddess filling plates
Has handed me an empty dish!

For me no rare exotics bloom
Nor rubies glow, nor diamonds shine
And no one ever loved enough
To send to me a valentine!

For when, one time, in maiden days,
Some came in at my dear old gate;
It was not love that sent them on,
Ah! no, not love. Alas! t'was hate!

For dark browed Polly down the street,
With whom I had a childish fray,
Remembering well in after years,
Sent unto me one Lover's Day,

Three flimsy, tawdry valentines
In colors red, and tinting blue.
Endorsed in her Italian hand:
"Here's what yer nabers think of you!"

And other words did Polly write:
"Aw one to see yer starts and flings
Would think yer daddy was a earl
And that yer gran pa waz a kings."

And furthermore wrote Polly dear:
"Aw say you Big eyed stuck-up Thing

You hole yer proude hede mountens hi
Ha, ha, you Thinke you'll ketch a king."

One valentine revealed a bed,
(a very wretched bed at that)
And underneath were Polly's words:
"You sleep till 9, you lazy kat!"

With no mercy on the slender girl,
Who slept upon that lowly bed;
The diabolic Polly wrote:
"You don't mind wat yer mudder sed."

Still another showed a kitchen scene
A girl was leaning 'gainst a post.
A book in hand—and close beside
A kitten stole a chicken roast!

The fourth was just a boudoir scene
An ugly girl with main and might,
Was dressing for a promenade,
And rubbing in the "lilly white."

A truce to all this playful talk,
Today I treat Poll's spite and chaff
As I did then—with many smiles
And yes, and, yes—a hearty laugh!

And I retract about the oil
And take it back about the fish
And I have gold, and gems galore
And everything my heart could wish.

Because today I got a gift
A baby's dear eyes on me shine!
A photo from the southland came—
"Jewell" is my valentine.

FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

While the care of old, sick and disabled conductors seems to be the leading topic for discussion in the fraternal columns, and though heartily in favor of anything that can be done and am very anxious for results in this line, I am not prepared to write intelligently on the subject. The plan I have in mind is different from anything I have yet seen in the fraternal columns of THE CONDUCTOR, but before saying anything about it I want to get some statistics and do a little figuring in order to make sure I am not letting out a lot of hot air that I can not back up. Then, too, I am one of the has-beens myself, and would be too far down the slide to get in on my own plan. The only thing left for me to do is to wait until Brother Osborn gets that oyster farm started down in New Jersey. Keep at it, Brother Osborn, you fight like a winner.

There are other matters, however, that are a legitimate work of the fraternal labor organizations. One of these, and one that is a hobby with me is "Social Betterment," which, with many of us, would be largely a failure were it not for our organizations. But we must not forget that Social Betterment is only founded on individual worth.

The fact is also continually forced upon us that we have men of affluence posing as leaders of thought, who preach against the organization of wage workers and seem to think as the old feudal lords, that the working man should look upon his employer as his benefactor and patron, instead of simply as one of the more advanced units of our economic system who, for that very reason owes a greater responsibility to society and the public than his employees.

We have recently been treated to another one of the frequent yawns of one of these leaders who has spent his life mostly in a cozy, well-furnished studio in a comfortable lounging suit, studying his syntax and lexicons, stopping occasionally to have his finger nails nicely manicured or his toilet made up by his valet. This man, who holds a very comfortable and high-salaried position, made possible by very liberal donations from

multi-millionaires, evidently imagines himself the mighty, pre-eminent mogul of ethical science. The great thorn in his side seems to be "The poor" and "Organized Labor." Judging from his remarks, he is limited to remarks. So much for his syntax. He is bidding hard to have himself put up as the great moloch of the very wealthy and go about snorting fire and devouring the common wage worker. If we would believe this man, everything by right belongs to the very rich, the richer the greater their right and the wage worker has no right to even exist, unless permitted to do so by the, to him, sacred millionaires. I will only quote one little passage from one of his latest emanations. He says, "Too much sympathy is wasted on the poor wage earner." I want to say in reply to that that the able bodied wage earner does not ask for sympathy because he is a working man, and if Chancellor Day, or any other man who gets his knowledge of the people, not by mingling with them and studying their rights, but by shutting himself up in his studio and learning things solely from books, lest he soil his daintily-gloved hands, thinks so, he is very much mistaken, and if he can find men who rely on the sympathy of the rich for permission to work and earn a living, he has the very men he wants to help destroy his much despised organized labor. Such men will sell themselves for any old price, because they lack integrity and moral courage. They have not the manhood to say what is their right. They are only cringing sycophants. The honest, able-bodied working man does not ask for sympathy, but in return for his contribution for the world's betterment, which is the labor of his hands and brain, he demands that which is his by right—a just and proper share of his product.

While all men are not born equal in God-given talents, and while the great Giver of all life has made intellectual pigmies as well as giants, every man's right to "Life, liberty and the pursuit of happiness," is pre-existent and he has a right to a share of the world's wealth, equaled only by his talents and ability to produce and is under obligation to no man for that much.

There is one class who must live on sympathy or questionable practices, I mean the social parasites, who insist on being consumers only, who have no other thought but to gratify their own selfish wants and who are strangers to the brotherhood of man. These, however, are not found among the honest, industrious wage earners, who organize themselves, not to antagonize the employing capitalist, for we hold that each is essential to the other's success, but to check them in their frenzied greed for all wealth and to remind them from time to time that social safety and the true principles of the human brotherhood demands a fair division of the profits of their labor. The honest wage worker would rightfully regard it as an insult to his manhood and an insolent assumption of superior right were he to receive this coupled with the understanding that it was granted merely through sympathy.

We need the help of great thinkers to advance civilization. Their contribution on ethical and economical questions when directed with a view to harmonizing the minds and conditions of all men are very valuable indeed. We have many such and point with special pride to our President, to Hadley, of Yale, also many of our church dignitaries, but from such teachers of ethics as the Syracuse Chancellor it were better we were spared. The teacher of the pre-eminent right of wealth and the infinitesimal right of the "Poor wage earner," who is trying to dig an impossible trench between employer and employe is as great a menace to social safety and higher civilization as the advocate of violence and forced equality, regardless of material or mental condition.

Lincoln once said, "God must love the common people, because he made so many of them." We might add to this that God is also giving us some splendid leaders who are a mountain in logical reasoning compared to a few toadying professors. It is because of this that the evolution in labor conditions in the past 100 years, that "Uncle Dudley" tell us about in the December CONDUCTOR, has been brought about. JAS. B. GAUSS.

Pittsburg, Penn.

Editor Railway Conductor:

Among all other things of which I have been guilty, there is no one thing that I am more proud of, than that I have tried to be consistent, and to remain true to my convictions, and to have the "Moral Courage" to do battle for what I thought to be "Right and Fair". I may, and no doubt have, at times incurred the displeasure of my associates by not catering to popular opinion, no matter how plausible the arguments presented, or how ably, and there have also been times when I have gone with the popular majority, and it has later transpired in both instances, that I was wrong, which is only human, we all make mistakes, but so long as they are of the head, and the heart is right, such mistakes should serve as warnings whereby we all ought to profit; now with this as preface, and saying to those that do not know me, that in all I have said, or may say, I have only the good of the Order at heart. I now want to start thought along another line I have heard mooted a number of times, viz.: The disposition to "shut

out" old members, termed "Non-active", the inference being carried usually, that a member not actually running a train, is not active, and should have no voice or vote in or on the pertinent things with which we are continually confronted. By the way, I will qualify that, for the "mouthiest" ones that I have heard on the subject, or some of them, are members that are "actively" engaged in service other than handling the way-bills or ticket punch. Mind you, I do not write this because I am on the shelf myself, (I lost an arm in "active" service ten years ago, so am now one of the "Has-beens") but because I am convinced that the Order the individual Division, and in a great majority of cases, the very best ones that inveigh against it needs the experience and cooler, if not wiser, judgment of these same "Out-of-service" members and from my circumscribed view point, as a rule, these members are fully as active for the well being of the Order, its principles and purposes, as is the member who draws his monthly check from the Company. Then more times than he should, gets it cashed at a place where he gets up steam for activity, right there, or in cabooses or on street corners, and occasionally, and especially if he imagines he has a grievance, he gets to Division and consistently(?) asks the help, advice and assistance of the very men that he wishes "Cut out". I grant that the Order was organized for the active members for at that time there were no other kind, but with all due respect for its founders, I think they either did not provide well for the ones to follow them, or else they did not recognize the petty weaknesses and jealousies that mar and dwarf some of their progeny. And along the same line that I deprecate all forms of the "Class" idea that seems to have such a hold upon us, like the "Seniority" that no one wants when it helps the other fellow, but think quite right when it gives us the preferred run. I also stand against the selfish proposition that we virtually follow along the R. R. Companies' "Age Limit, and Physical Defect" farces, and put on the retired list, members who by their very experience and length of service while actively engaged should be, and in most cases are, the very best officers and advisors we could possibly have, of course with the understanding that this applies only to such as show by their "Activity" an interest in our affairs. My Brothers, we have had, and now have, right before us, object lessons, applicable to this same matter, and if anyone can show me where any good ever came from this internecine strife, but on the contrary, was not directly productive of the very worst results, then and not till then, will I change my sentiments.

About the time I got thus far, the CONDUCTOR for January arrived, and thinking to get some inspiration, I read the Fraternal columns, and I got it, too, and as the Galled Jade always winces when the sore spot is touched, I want to say to Brother Stedman of Minneapolis, that of course this is all good natured, and that he, like myself, or any other member, has a good right to his opinion, and in regard to the first case, which he rightly puts first, for it is certainly the prime consideration that we have the very best man at the head, or helm, of the Order, I say as he does that it does not matter if the name be Smith or Jones, but I do not agree that

this is not the proper place to discuss it. Where, pray, is there a better or more appropriate place? And as to sounding the praises of a Brother, why not, if you please? I have known personally our present G. C. C. for about twenty-five years, and I am proud of it, and the Order at large has known him for nearly that length of time, and here again I try to be consistent, and say that granting equal ability in others, ought not the experience to count? It seems so to me, and I think there need be little argument about it. I shall say no more, now. In reference to our cards, it is just possible, judging from the present attitude of certain people, (members as well as companies) that this is also inopportune, to say the least, but without knowing just what the good Brother's chances of observation have been, I am constrained also, to "beg to differ" when he says there is no distinction. That there should be none, I argue, but that there is, I know, for I have seen it, and I am not directly interested either, and lastly, his "open question". I do not see as I can add anything to what I had already said, before I saw this article. I will just ask, How about it, if it were to strike home to you? By the way; either because I am reading the Frats. more, or for some reason, it seems to me that I find more letters nowadays that contain matters of general interest than usual. What is it? The approach of Grand Division? Or what? Brothers, read, and read attentively, "Murat", D. L. Anderson, D. E. Hasey, J. E. Berry, Guilfoyle, and do not overlook the "Big Fellow" from "Sloptown". Think over especially this Accident Insurance proposition, and as one Brother puts it, "Thresh them out, and be ready to dispose of them quickly at Memphis, and by the way, I cannot help hugging myself to see that I am not alone on the "District" proposition, and that "there are others" that are tired of the present cumbrous plan, with its (approximately) ten dollar a minute extravagance. Thresh this too, it is all good subject matter to arouse interest, and help attendance at Division meetings, and just here, PLEASE read and see whether Brother Sandy McGuire is talking about you or at you, in the fourth paragraph of his No. 1-53 boost.

Denver, Colo.

F. D. ELLIOTT.

Editor Railway Conductor:

Sunday, February 3rd. Regular meeting of Chicago Division, No. 1. We initiated one candidate, elected a bunch of about a dozen. Reports of our sick and deceased received, and the usual action taken, and under the last head this bunch came out of some hot house and threw, yes showered, us with bouquets: E. P. Curtis, G. S. C., 256; C. H. Hassell, 321; W. J. McMillan, 40; H. E. Whitney, 60; M. O'Connor, 247; G. W. Warren, 55; W. C. Risteen, 352; Jas. Henderson, 464; H. N. Reid, 60; J. C. Ferguson, 362; J. H. Long, 69; J. E. Breen, 119; E. A. Storwind, 283; J. C. Turner, 304; W. H. Dinalaine, 275; G. W. Ingram, 275; G. W. Stevens, 480; W. H. Smith, 18; W. W. Hutton, 179; R. E. Landis, 236; G. H. Bateman, 364; P. Ragan, 57; E. H. Riggs, 422; Geo. Armann, 57; M. S. Bogert, 57; J. A. Murphy, 57; B. P. Stone, 44. They were one and all pleased with the work of Chicago Division, No. 1. Well,

as one Brother remarked, "we expect it of No. 1," and why? Because she is one of the largest and wealthiest Divisions in our Order? No, my Brother, because she selects good, true, able Brothers for her officers and then the members give them their support, not only by their attendance at meetings, but by assisting in many other ways in performing the duties of true O. R. C. men. Brother Major B. B. Ray replied to the sentiments of our visitors in his usual pleasing manner, thanking them for their visit and extending a cordial welcome for a return of same at any time. The bouquets were carried home in the hearts of the members of No. 1 and in memory's garden will ever remain fresh and pleasing.

Tuesday we buried Brother Martin Stark. I noticed a goodly attendance of the members of No. 1. I cannot help but record the absence of any R. R. officials of his line. It has its significance as to what it used to be under similar circumstances.

As the time draws near for the Grand Division to meet there are some things that it is well we refer to. First, our present laws are the result of the thought of our better thinkers and writers and to some they may be all that can be accomplished. I have been requested to express an opinion on some of the them as I find results.

As to our Insurance, the amount of Reserve Fund, whether to let those who have not paid ten assessments be compelled to do so, and if it runs over the \$500,000 let it, so that eventually each and every one will have \$10 of invested rights in our Reserve Fund. You may find some of our state legislatures passing acts which will necessitate our depositing a certain amount with their state auditor in order to do business in their state. As this will work no hardship it will probably be accepted by our membership.

Brother Osborn's Home we will refer to our Socialists as we believe Highland Park is sufficient at present and we will cross the bridge when we meet it.

Our Relief Fund. Extend its application, raise it to \$2 or more, as facts gathered by our Grand Officers or statistician may warrant. Commence at Section 63 of Statutes and revise up-to-date. You are all aware what that means. From now on it is deal with the managers' association collectively and we must legislate to meet it properly. The expense of running our General Office is to be increased by no passes, etc. Now the only logical consistent solution will be the reduced cost of Grand Division meetings. My heart with sympathy goes out to the new delegate who has heard of the good time that another has had at the Grand Division and the pleasant and cherished memories of the acquaintances there made with a breast heaving with ego, of what he wishes to accomplish and what result do we find from the record? Knocked out by the "previous question," subject matter has been all threshed out before and the old timer votes him down. He realizes this to be the fact. The administration make recommendations and they go to committees. Committees (as jurisprudence) are previously appointed. About 15 or 20 prominent members doing the actual work of the Grand Division. Would it not be much better to spread the sessions of the Grand Division to

either tri- or quadrennial, and then by all means district representation. We have appeals and if a Brother has appealed to the G. C. C., why not arrange for an appeal to the Board of Directors? Don't you think if his case had any merit that he would get a square shake out of it? Undoubtedly our expenses will be increased approximately about \$30,000 while some place it as high as \$50,000 per year and we can save this expense to the many, by loss of a trip of pleasure to the few. To meet the drift of the times we must secure increased legislative ability. Let me draw you a picture. A time previous to the Rochester session. A conductor could not get an audience with his own superintendent. Today at the Auditorium banquet hall in this city he has an audience with the kings of this country, from a railroad standpoint. Who shall say that tomorrow it may be necessary to meet one like Mr. E. H. Harriman, Mr. T. F. Ryan or Mr. H. H. Rogers, who represent the concentrated invested fortunes of this country. It surely has come to a time when we have got to throw into the justice scales an amount of ability commensurate with the other side. By holding district meetings we can pick out our best talent, then when a Grand Division did meet, matters would be settled more expeditiously and at a great saving to the Order. As to the term of the Grand Officers; their efficiency is a result of our training them and what we make of them. We have had to stand the expense of educating them and as to results as it affects us, look to the past year, one resigned and two promoted. Two are an experiment, yet the old ship sails on and on and we cannot see that her progress has been retarded in the change. O. R. C. politics may surprise many of us between now and the second Tuesday in May. Has any one heard of a Division being organized in the canal zone?

MURAT.

Chicago, Ill.

Editor Railway Conductor:

I notice some of the boys have started up the accidental insurance question again. I think we should have some accident and sick benefit insurance of our own and not have to pay such exorbitant prices for our accident insurance as is charged by the Insurance Companies generally. Before I left the B. R. T. I urged and insisted we could get up a mutual aid society in our lodge which would pay about \$10.00 per week when disabled from work, both by sickness or accident. Several good, able men among us said it had been tried and failed. I insisted, we tried and now have a membership of 30 to 45, others dropping in once in a while and many, after losing a month from sickness, regretting they did not belong, one Brother having been sick about two months with fever and will not get to work now for a month or so will be short about \$150. he would have saved had he been a member, and I guess the lodge will have to help him. My argument is, we have to help our sick Brothers anyway, why not let him pay for it by the month and feel more independent. Our Constitution and By-Laws read like this: "Each member pays \$2 to become a member and \$1 per month in advance dues, for \$10 per week after first week, for twenty-five weeks subject to assessment.

Our first effort was July, 1901 or 1902, and we have only had two assessments. We are not assessed more than \$1 any one month. We present Division certificates to President who gives order on Secretary and Treasurer for payment. Only B. R. T. and O. R. C. members of Clifton Forge lodges are eligible. Secretary and Treasurer gets \$5 per month, he is the only salaried officer. Compare these figures with accidental insurance and see what you think of it. Now, why can't we have a sick benefit and accident insurance and operate through our Grand Lodge and local lodge too?

I believe in fixing up in insurance. I have \$10 per week with the brakemen. If I had \$10 more, and could get \$50 from the Relief Fund in case of permanent disability, or say *disability as long as it lasts*—with the \$3000 I have in the Mutual Benefit Department, I would feel pretty well fixed in the insurance line. Don't understand me to say I want these for nothing, but I pay you more and you pay me more as long as I am able to work I am willing to pay Relief Fund \$2 for \$50, rather than pay \$1 for \$30 and then be almost dead to get it. *In time of peace prepare for war*, that's my style of fixing myself in insurance. We can better take chances of spending a few hundred dollars preparing and never need it than need it once and not have it. I have paid about \$500 doctor's bills and about \$1000 on my home in five years, and kept up these dues. This shows what we can do. I was braking and running extra most of this time. Now read this and don't anybody kick and say they can't pay so much. I guess I have written too much for one time but I want some of the Brothers to take up this accident insurance, talk about it through the CONDUCTOR, and get each other's views, let's increase the Relief Fund. You Brothers who are going to Memphis, bring these two subjects up and see what you can do.

Our business has been rushing and we have not had a full attendance at meeting for some time, in fact I've been there lately and no one else present, but we keep our charter and our year's account balanced to the cent.

C. H. BLAIN.

Clifton Forge, Va.

Editor Railway Conductor:

I have read the January CONDUCTOR with much interest, and was pleased to see so many of the Brothers expressing themselves on the different matters which will come up before the Memphis Convention, especially in regard to the Home. I read Brother Watkin's article, and heartily agree with him on every point, except where he advocates supporting the Home by voluntary contributions. I cannot agree with him on this point. I am for equal taxation, to support the Home and Relief Fund, or for anything else where we are all interested alike. This voluntary subscription for any purpose is generally paid by a few of the most generous hearted ones, and the others are perfectly willing to let the generous hearted one pay it all. I think the Home and Relief Fund has been pretty well threshed out through the CONDUCTOR, but it appears that some of the Brothers who write for the CONDUCTOR think that if a Brother becomes totally disabled and needs financial assistance that

he must go to the Home; but this is not my understanding of the Home. My understanding is that the Home is for Brothers who have no other home, or for Brothers that would prefer going to the conductor's Home. There might be cases where it would be more satisfactory to all concerned for the Brother to go to the conductor's Home than to take the amount from the Fund and stay at his own home, and as I understand it, this would be less optional to the Brothers.

Speaking of the old and aged Brother who is beyond the years of earning his own living, and dependent upon someone else for his support and care, let me say right here that the old man or woman of today is up against it good and hard, if they are poor and haven't got a cent, then their (pretended) friends and relatives wonder why they don't die so they will not be a burden on their friends and relatives. On the other hand, if the old man is wealthy, and is about to leave thousands of dollars with relatives, then they wonder why he doesn't die and leave his money to them, as it doesn't do him any good,—he cannot enjoy it. We can plainly see where, if a man has outlived his usefulness in this world, that his friends and relatives have but little use for him, and for these reasons we should furnish a Home for the old conductor, where he could go and be independent from the whole push, except his Brother conductors, and to them I know he would appreciate their kindness, at the same time knowing, himself, that he helped build up the institution when he was able to do so.

Now I wish to say a word in regard to the election of our Grand Officers in Memphis in May. Oklahoma City Division No. 476 has received several communications from other Divisions, requesting Division No. 476 to instruct our delegate to vote for certain candidates at the Memphis Convention, especially for Grand Chief Conductor. In the first place I do not believe it is a good idea to handicap a delegate with too many instructions. I believe we should send delegates to the Convention who have enough brains of their own to use a little good judgment on voting on any and all matters that might come up in the Convention, that would be to the best interest of his Division. The delegate might start to a convention with the determination to vote a certain way on some certain matter, but after getting into the Convention, there might be something shown up that the delegate would want to change his vote and vote just opposite, and he should be allowed to do so.

I believe I express the sentiments of a large majority of Division No. 476, when I say that the present Grand Officers are very satisfactory to our members; but I wish to say a word personally in regard to our Brother Grand Chief Conductor, A. B. Garretson. Some few years ago I was in a position where I had occasion to buck up against Brother Garretson several times, on the Railway Officials side of the arguments, and must say that I always found Brother Garretson's heart in the right place so far as the conductors were concerned. At the same time he was just to the Railway Companies, and in short he wanted a fair and square deal; but he was ever using his best efforts for the interest of the conductors. For these reasons I feel that Brother Garretson is the right man in the right

place, and I hope the election at Memphis will go off harmoniously, no matter who is candidate or who is elected. And I hope no Brother will stoop so low as to do any underhand work, merely to have his favorite candidate elected, for harmony and peace in our ranks is what we are going to need for the next few years to come.

I notice considerable is being said of late in regard to the age limit, that railroad companies have established. I do not believe any railroad company has ever based their rule on anything that they did not want to employ a man over the age of thirty-five of forty, as the case might be; and of what I have seen written on the age limit, I never have seen the average per cent. of a man's age given. Our government figures are as follows: A man's working age it from twenty to seventy-five, and he is at his best at one hundred per cent, graded as follows:

20 to 25	— 80%	25 to 30	— 90%
30 to 35	— 95%	35 to 55	— 100%
55 to 60	— 90%	60 to 65	— 85%
65 to 70	— 81%	70 to 75	— 78%

Over seventy-five the average is put at seventy-two per cent. We will see by these figures (and we have every reason to believe they are correct, as they are government figures) that the railroad companies that turn a man down at the age of thirty-five is turning down just twenty years of the man's best average, and at forty they turn down fifteen years of a man's best average. You will also note that the man from sixty-five to seventy is one per cent better than the young man of twenty five.

We are aware that some men are physically older at thirty-five and forty years than some other men at the age of sixty or sixty-five, but those are seldom cases.

I have given these figures just to show up the ridiculous part of these age limits that we are reading about every day. I am aware that a man at fifty or fifty-five would probably not make as good a brakeman on local freight as a man of thirty or thirty-five, but there is no good reason why a man at fifty would not be just as good a conductor. What the older man would lack physically he would make up in experience over the younger man.

I notice considerable is being said on the insurance, the Brothers giving their ideas as to when a man should receive it. I am not a member of the insurance, as I was cut out on the age limit when I last joined the Order; but I like to stick my oar in whenever there is a chance, so I will say a few words on the insurance. It does seem that if a man is totally disabled for life that he should be paid his insurance if he wants it, with the understanding that he or his family would have no more claim whatever on the O. R. C. but the matter is going to be a hard one to determine, what total disability for life is. Of course there are some cases where total disability is visible. That would be easy, but there would be other cases, where it would be almost impossible to define it. Here is where we would have the trouble. We all know if a man's family ever needs money it is when the man is still alive and totally disabled, and is dependent on his family for support, even if he is getting a small sum from the Relief Fund. But

any plan can be hit upon to make sure of total disability for life, I would say pay him his insurance. Now our insurance has one age limit; that is, you cannot join the insurance after you are fifty years old. I would like to see one more age limit put in the insurance policy, and that is to set a certain age that the Brother should get his insurance, say seventy, seventy-five, or eighty. Put it at one of these three ages. If a man commenced paying in before he was fifty, and paid up to one of these ages, he should have his insurance, no matter how his health might be at that age, he certainly would be practically dead so far as earning a livelihood is concerned. Now all you old insurance cranks, come back at me through the CONDUCTOR and tell me I don't know a thing about insurance. I know you will do this.

I see some of the Brothers are starting the ball rolling on the Accident Insurance. I would like to see some of the Brothers' ideas given through the CONDUCTOR as to how they would propose running an Accident Insurance. We must stop to think it would take capital to start an Accident Insurance, for we might have claims to pay right from the start. Or do the Brothers expect to run on the assessment plan? In any way it was run we would have to be very careful in adjusting claims; but no doubt some Brother will fully explain how this could be handled, so we will all understand it. I note one Brother says there would be no limit on age in the Accident Insurance. That would be perfectly right, for the reason that there are more trainmen injured between the ages of thirty and forty than there are between the ages of fifty and sixty, taking the same number of men. I attribute this to the fact that the younger men will take more desperate chances against danger than the older men, or in other words, the older man has more sense than to take these chances of getting injured. But that is not the general opinion. Did you ever notice if a young man slips on an icy sidewalk or falls into a hole in the sidewalk at night when it is dark, that you never hear anything said about it; but if a man at forty-five or fifty years of age does the same thing and is injured, everybody will say he is getting old and cannot stand up or keep out of bad places in the sidewalks at night.

I am pleased to note some of the Brothers are sitting up and taking notice of the needless expense we are going to on these committees meeting the railroad officials, or at least the amount of time it takes to get a hearing with the officials. There should be some arrangement made to curtail these expenses. Our expenses are going beyond all kind of reason, compared with the benefits we are getting out of it. I am positive there could be a date made to meet these officials, and the officials keep their promises; and if there was any waiting to be done, do it at home, not go to the officials' headquarters and lay around a month or six weeks waiting for a meeting. I do not believe this is necessary. I am a kicker on expenses, except when it is to help some poor needy Brother or his family or something that is actually necessary. I suppose there will be a hot time in Memphis in May, at the Convention. I would like to be there (not as a delegate) to take in some of the excur-

sions, and no doubt would meet many old-timers of years gone by.

We have certainly had pleasant weather here in Oklahoma so far this winter. It is the Blue Ribbon state for trainmen. Have had a very good business here this winter on the road, but the boys get time to get around to our Division meetings in pretty good shape. Some of them are a little late, after stopping at the barber shop or on the corner, and staying there long enough to make out several new time cards, put on an extra passenger train, and fast meat runs, also make one or two changes in superintendents and trainmasters, and bump some fellow who has stood in with the superintendent and talked himself into a good run. But we have not much kick coming on non-attendance in No. 476. They do pretty well.

If any of the Brothers visit Oklahoma City, do not forget Brother J. A. Razbach, who is the proprietor of the Razbach Hotel, and he keeps an up-to-date, first class hotel on the European plan.

Well, I hope to see in the March and April numbers of the CONDUCTOR, articles on what should and should not be done at the Memphis Convention. No doubt it would give the delegates an idea of what to do. I know there are plenty of Brothers who never have written anything for the CONDUCTOR, who could write some very interesting articles if they would only do so.

I think the ladies have us men skinned a mile on their communications to the CONDUCTOR. I take pleasure in reading their articles—hope they will keep up the correspondence. I do not understand why some of our Oklahoma City ladies do not write something for the CONDUCTOR, to let the CONDUCTOR know we have some lady talent in Oklahoma City.

Oklahoma City, Okla.

L. W. WELCH.

Editor Railway Conductor:

I have been very much interested from reading the many letters, on subjects, which will no doubt, come before the next Convention, i.e. "The Home", "More liberal insurance laws", "Quadrennial Conventions", etc., that I take this occasion to voice my sentiments on the subjects. I believe that in order to keep up with the times and conditions which are changing so rapidly it is necessary that we meet at least every two years, or three at the most, to meet these changed conditions and remedy any defects we may find in our laws, (or officers). As for the pleasure part of the trip, I don't believe many delegates consider it much pleasure to travel a long distance and then be confined in sessions five to eight hours a day for six or eight days, with expenses more than your income, and then return home and work a month or more to make up the deficit. That is a lot of pleasure. Let us meet for business every two years. Now as to the more liberal payment of our insurance I would like to see this made possible, but it will certainly increase the assessments and I stand ready for the increase. But we must be careful about tampering with our M. B. D. which is now the most liberal insurance in existence to my knowledge. But I believe there are lots of mem-

bers incapacitated through injury, disease, or infirmities, and who do not come within the scope of the disability laws, who should be entitled to their insurance. But for these members we have the Relief Fund to assist them and we hope to have "The Home" later on. "I believe if I should become disabled I would prefer the \$25.00 or \$30.00 per month and leave my policy intact for my family than to receive the amount of insurance I hold and take chances of being able to invest it safely, or so as to be able to make an independent living. I have seen so many failures of this kind that I have lost confidence in about nine out of ten railroad men as a business success. We are too much "Easy Marks". Now as to the "Home" I believe that our present Home (which has been a blessing to so many unfortunate Brothers) has served its purpose well, but owing to the increased membership of the four organizations it is inadequate for the present demands, and must soon be either enlarged or else divided, that is, each organization maintain a separate Home, and this latter plan I favor, as I do not favor the present location on which to expend much more money, as the climate conditions are not the best. There has been so much good argument on the subject that it is hard to judge which plan would be best. But my idea would be to appoint a committee of five or seven (at the next convention) to locate a tract of land in the most healthful part of the country, whether it be in the U. S., Mexico or Canada, (or Minnesota) and there establish our Home. I would suggest that it be layed out in lots of from 1 to 5 acres each, and thereon erect as many cottages as necessary, so that the indigent Brother who has a wife and family to comfort him may have a home in the true meaning and if he or they are industrious and able they can have their little garden, fruit orchard, hens or even keep a cow, these would help make both ends meet and furnish exercise and something to occupy the mind.

I would further suggest that he be pensioned off or allowed \$20.00 or \$25.00 per month as the case deserved or warranted it, to meet expenses such as groceries, fuel, clothing, etc. Then there should be the commissary or general store where they could purchase these commodities at actual cost, and where they could dispose of any surplus vegetables, fruit, eggs, etc. Then for the single or lonely Brother, Sister or children or orphans of Brothers, there should be a building which could be large enough to accommodate the general offices, Hospital, reading and smoking rooms, baths, etc., which could be used as a sort of Y. M. C. A. for the settlement. After the first cost I believe this kind of a Home could be supported for \$2.00 per member per year and how many members would really miss or begrudge this small amount when it would be doing so much real good. And I would provide for the disabled Brother and his family who own their homes in their present localities, as the Relief Fund at present provides for them as it is true many disabled and needy Brothers own a little home and would not care to leave their old friends or home when they can make both ends meet on \$25.00 or \$30.00 per month and I would not favor trying to force them to move as it would not cost the Relief Fund any more or as much to assist

them in their own home than in our Home. The Home proposition is a delicate question, but I believe it can be worked successfully without trying to make it self-supporting, as I do not see how it can be made self-supporting any more than the disabled Brother can be made self-supporting. If the Brother or Sister or orphans are able to support themselves they have no business in the Home, and if they are in the Home it must be taken for granted they are not able to support the home, and all help or the most of it will have to be employed. I believe the self-supporting venture would be a failure, give the "old timers" a little patch of ground, a good shelter as long as he and his mate lives, and let them be their own boss on their own right of way and I think they will be happy and contented with fresh vegetables, fruit and eggs every day. Let us in our health and prosperity remember our less fortunate Brothers, Sisters and orphans, as there is no telling what may befall us and perhaps we are (if we do) providing a future Home for ourselves. Brothers Osborn, Berry, "Happy Hooligan" and other advocates of the Home keep up the agitation and good work, and if I am able to get to Memphis next May I will render all the assistance I can. Now in conclusion, I would like to call attention to the last paragraph of article 14 of the M. B. D. laws. "They may again be placed in their original series, provided they apply within thirty days from date of their forfeiture". This I contend, is a hardship on the old members, who may unknowingly forfeit, and no matter whether he has been paying into this for twenty years, if he has reached the age of 45 years he can only take out another certificate in Series A and should he have reached the 50 mile post he has lost out entirely, for he is not eligible to membership in the M. B. D. again. This to my knowledge has worked a hardship, and I believe should be amended by striking out the word "thirty days" and inserting in lieu thereof the words "six months". That, I believe, would place the old members on the same footing as the young members, who may now forfeit and if he has not passed the age of 35 be re-instated in his original series, and as a member has six months in which to re-instate himself in the Order, so should he have the same time to re-instate himself in the M. B. D. or at least that is my idea of it, and I would like to hear other views for or against it.

Proctor, Minn.

J. E. COBB.

Editor Railway Conductor:

As there is so much discussion on the Home and also the Relief Fund, I thought I would put in my "spoke".

For my part, I think the Home at Highland Park is sufficient, as I think that there are only a small number who would care to go to a home. I think Brother Welch is right, but I do not think he goes quite far enough. I do not think \$2.00 a year is sufficient. \$3.00 a year is none too much for each member to pay as an assessment for the Relief Fund.

Brothers, stop and think. That is less than one cent a day for the working days of the year. Surely, that will not hurt anyone, for it is a small amount. Then we can afford to so arrange our

laws that any Brother who is totally disabled or any old and needy Brother who cannot earn, say \$40.00 a month, shall draw \$30.00, or, I believe you ought to make it \$40.00 a month, a sort of pension. This will be a much better plan, and will be a great deal more to the liking of our unfortunate Brothers than the Home proposition.

As so many have said "leave our Brothers in their own homes" (if they have one, and most of them have), and among their life-long friends, so that their lives may be as happy as it is possible for them to be.

My idea is, this paying a pension will be entirely separate from the insurance; the amount paid as pension not to be deducted from the insurance policy.

This, I think a much better plan than to pay them their insurance in full, as it would not be long before a number would be in need of assistance after getting their insurance. Also, this plan would still leave his insurance to take care of his wife and others dependent upon him.

Marquette, Mich.

ROBT. M. CLEMINSON.

Editor Railway Conductor:

I have never seen anything in the CONDUCTOR about Division 144. I am not the correspondent but thought that I would try and write something to let the Brothers of other Divisions know that we are still alive and holding our own—about like a good many other Divisions, with a very poor attendance. We meet on Sunday at 1:30 and some of our members will be out and those who are not out on the road stay at home and that leaves a few old regulars to run the Division. We have runs here of all directions from Derry, and all kinds of mileage as follows: Derry to Pittsburg, Altoona, Blairsville, Irwin, Youngswood, Southwest, Unity branch, Crabtree branch, Bradenville branch, Latrobe, Pitcairn, Bolavar, Cresson. So you see our conductors have a variety of runs, when they get tired of one they can change to some other. I hear so much talk about a Home for our disabled Brothers and to give them their insurance in full. I for one do not approve of giving the disabled Brother his insurance for I do think he should leave his insurance the way it is, and raise the Relief Fund enough to keep the disabled Brothers. If our Brothers would read the letter the Brother from Peoria, Ill., wrote, they would change their mind about getting their full policy when they are unable to work—and as far as the Home is concerned I think the Home is all right for those who have no home. But any Brother that has a home and a wife would not like to leave all his friends and relatives and go away off to some Home where he would never see them. As far as I am concerned I would rather go to the county home, for then I would see some one once in a while. I would not care if I was called a poor-house pauper, it would still be better than the Home they talk about. The Home is all right, and I think there should be one about the center of the states, and all the railroad Brotherhoods should contribute according to the number they have in the Home.

Now I will tell you about the Relief Fund, and what it has done for me. I have belonged to the conductors for twenty-four years and paid up all

dues and assessments and I was put on the pension by the P. R. R. on account of my age, which is seventy years. The railroad company gave me sixteen dollars a month for my pension. I made application for a little help from the Relief Fund, they sent me a blank to fill out, I filled the blank and had two good reliable physicians examine me and they were sworn before the justice of the peace that I was not able to do any kind of work and our Division signed the application and stated that I had no income except the sixteen dollars that the railroad company gave me. The Grand Secretary sent me a letter stating the Board of Directors had met and examined my application and could do nothing for me because I was getting the sixteen dollars from the railroad company, and they only paid relief when a Brother was in destitute circumstances—I would like to know what they call destitute condition! I always thought the Railway Conductors' Order would not allow any of their members to get in destitute circumstances, but I find out that any member that is working for any railroad that gives a few dollars pension never needs to expect any relief from the Grand Division, for they plainly say so. Now, Brothers, what is the use of paying into the Relief Fund if you are working on any road that gives you a pension when you are all in and the railroad company takes you off and places you on the pension list, with a few dollars. The idea of a man and his wife living on sixteen dollars, paying rent, fuel and light and other expenses that a family has to have! I would like to know in what condition a Brother has to be in order to get any relief from the Grand Division.

Derry, Pa.

ROBERT W. SMITH.

Editor Railway Conductor:

I just want to say a word in reference to the Home, in favor of which so many of the Brothers have so ably argued.

Let me say to them, you are on the wrong track, and I am afraid you have let your desire to assist the old conductor and his family lead you to get beyond your better judgment.

Certainly we all want the old conductor taken care of. We want to see him have a home, but, dear Brother, do not force him to go to some foreign land and be put in a place which this cold world looks upon as a charity institute, the entrance to which carries with it a humiliation touching all the finer sensibilities, which, while it may be partly covered up by an outward show of indifference, yet we know not the heart pangs of the man forced there by circumstances and economic conditions beyond his control, but rather arrange to allow him to remain where he has spent his life; where, perchance, he has made for himself a little home in the valley where tender memories surround him and his loving companion, where every nook, every tree, every hill brings back to him pleasant dreams of the past with which he may smooth the rugged pathway of his declining years, and, when the final summons comes, peacefully close his eyes, surrounded by loving hearts and kindly hands to whom every earthly tie is bound in sympathy, that his last look may be upon those familiar scenes to which the heart clings; where in earlier years he wooed his sweetheart, where tender vows were

uttered, where in holy matrimony two hearts were joined and he and his mate reared their young, struggling through years manfully to keep the little flock together, saved by those small denials we know not of, and finally made the little home. And now when the struggle is nearly over you would tear him from all those memories and place him among strangers in a lonely ward of a charitable institute—an institute whose only virtue is that he may not starve.

Food and shelter is not all in this life, we want friends, neighbors and sympathy. How much better it would be for him and his to let him stay where his heart is and allow him enough to keep the home and hold fast in his grasp all the things he has learned to love.

I do not believe there is a heart so cold among all this great brotherhood who would begrudge one dollar per quarter knowing that some life was being made easier in its passing away or that some disabled Brother was by that means able in contentment to sit in front of his own door, when his palsied limbs refused longer to carry him to his daily toil. In fancy see the smile upon his face as he passes the monthly check up to the faithful wife and imagine if you can, the swelling heart full of thankfulness to his God that put it into the hearts of that army of strong, noble men to make this thing possible.

Can you spare a moment for sober thought and put yourself in his place and we will say that right now while your star is apparently in its ascendancy you are stricken, as we are all liable to be, and your only refuge was to go to the Home; you and wife. What would your feelings be? With what agonizing glances would you cast a last longing look at all the familiar objects, thinking of those dear friends and near associates you have made and the knowledge that they all knew you were going to the Home.

Would your feelings not be far different, if instead of that came the committee to your home saying, "Brother, you have done your work well in upholding and promoting the welfare of our Order and your reward for such service is this small check, coming each month, enough for ordinary wants. You are to stay among us; we will care for you as we desire to be cared for when our years of usefulness are over."

God help us to be men and keep our hearts wide open and warm towards those who need our aid, and when most needed.

CHAS. TOLMAN.

Pueblo, Colo.

Editor Railway Conductor:

Detroit Division, No. 48, manifested an unusual amount of interest in the meeting Sunday the 20th inst. and for more than four hours the floor was at a premium, this is only typical of every one of the meetings, however, and there is no lost time between the hours of 2 and 6 p. m., on the first and third Sunday, at "Golden Hall" 32 Michigan Ave. If there should by chance, be any members amongst our fraternity spending the Sundays mentioned in our city and would like to meet a "Bunch" of the best entertainers in the business, just drop around and we will show you a good time and in-

troduce you to a gang of "Knights of the Punch." that will inspire you with new thought, and fill you with resolutions to better your own Division when you get back home. In all of my acquaintance with the fraternity I have never known a more genial good fellow than our Chief Conductor, Brother Brodie. His heart is in the right place and when he is approached by a Brother in need of assistance, he lays down all business cares and goes to his aid. If perchance he wants to get acquainted, then Brother Brodie will take a day off and show him a good time. Should one of the Brothers be reported on the sick list you will see the flower wagon with Brother Brodie beside the driver directing the way to throw a little sunshine his direction, and thus by his genial spirit he has won his way with his smiles to the hearts of us all and we have in turn given him his second term as the Chief Conductor of Detroit Division, No. 48, with its 250 members. He is assisted in his good work by Will H. McCallister as his Secretary and another prince of good fellows. Brother McCallister has held the Secretaryship of this Division so long that he is looked upon as a fixed signal, and by his long service as the financial agent of our Banner lodge, he is universally honored. Brother McCallister met with a paralytic stroke a long time ago and had to give up his train, but entered the drug business as a means of livelihood and made a success of the business, but a second shock put him out of the business and since that time he has been directing our financial destinies in the County building of all tax payers in the Auditor's department. This was an appointment of our last mayor, and we trust will be recognized by his successor, although on a different ticket. We have, perhaps, the cleanest number of competent men in Division 48 that can be found in any lodge room of any fraternal society. We are an open hearted lot, untainted by prejudice or avarice, not seeking to do one another injury to better the other's condition in position or otherwise, but always ready to extend to a Brother a helping hand and with it the word of warning should danger be lurking in his way, and in doing these things we have made Detroit Division a home of peace and sunshine. Our meetings as a result never lag and the only difficulty we experience on these days is getting through in time so as not to interfere with the plans of our good wives for the dinner hour. Our membership is made up of conductors running on all lines centering and passing through Detroit and as our city has a population of four hundred thousand we are enabled to retain the large membership although Windsor has just taken 35 members from us to organize a Division on the Canadian side.

The Michigan Central produces the larger number of conductors belonging to 48 and as a conductor on that line will give you an idea of the rate of pay on the main line, between Detroit and Chicago. There are three crews assigned to each run and the conductors are paid a rate of \$14.20 per trip. This figured at 10 trips per month makes the rate for the month \$142.00. Our run is 284 miles each way and our train's schedule is 6 hours and 45 minutes for the best time. This is the time of the "Wol-

verine." Others run from seven hours to ten. We have two swing crews that make a trip on all of the runs and give us one trip off each month. Brother Dan W. Donnahue has the arduous task of keeping tab on the bunch, and is called the "Traveling Conductor." Dan was a little scarry about accepting this position at the time of appointment as it would naturally entail some reports that might be injurious to the boys, but he has dealt fairly, as was expected and has the respect corralled that he established while acting conductor on our "23" train. Brother Haner, who went down in the wreck of our passenger station on the 12th of November, when switch engine M. C. No. 8668 was let run wild by the excited engineer and ploughed her way through the great walls, has resumed his run on the Toledo Division of the M. C. Brother Haner was sitting at his desk in the conductors' room and the run-away engine cut away all support from under him and he was taken down with the wreckage and landed on the steam dome of the boiler and buried deeply with debris. The escaping steam almost roasted him alive before assistance could be rendered, but by careful nursing and the aid of the fraternal hand of brotherhood, Brother Haner is again amongst us with the return of the old-time smile that wouldn't come off.

Detroit, Mich.

GEO. L. FISK.

Editor Railway Conductor:

Division 106 is getting along nicely, in fact things have been running along so smoothly that there has been little occasion for disciplining any one. A few days ago some of us fell to discussing the wage problem and making comparisons about the conditions and wages surrounding different occupations. This put me to investigating a little and I figured it out about like this:

Structural Iron Workers	60 cts. per hour up
Brick Masons	50 cts. per hour up
Stone Masons	50 cts. per hour up
Plumbers	50 cts. per hour up
Carpenters	40 cts. per hour up
Machinists	37 cts. per hour up
Boiler Makers	37 cts. per hour up
Blacksmiths	37 cts. per hour up
Freight Conductors	34½ cts. per hour up
Freight Brakemen	23 cts. per hour up

These figures may vary a little in different localities but I think they are substantially correct. All of the occupations quoted except the last two have regular hours and work during the day time only, thus allowing them the evenings for recreation, enjoyment and profitable study. I arrive at the pay per hour of freight conductors and brakemen in this way. The standard pay for freight conductors is \$3.45 per 100 miles and as overtime is based on 10 hours for 100 miles, then 1 hour's pay would be 1-10 of \$3.45 or 34½ cts. per hour; likewise the brakeman's pay will be 23 cts. per hour. It is a well-known fact that with the present tonnage, trainmen are kept on the road up to and generally beyond the overtime point.

Now the time from which this time is computed is not from time that the conductor and brakeman arrives at the yard and commences to work, but from the time the train leaves the yard. That is if a crew is called to leave at 3 a. m. the conduc-

tor and brakeman are expected to get around and get to work in time for train to leave at 3 a. m. often commencing at, say, 2:15 a. m. and if train leaves at 3:45 a. m. they have worked for 1½ hours for which they receive no remuneration, as they have not been long enough to receive terminal overtime and this road time commences from the time train registers out, and after train arrives at other terminal conductors often spend an hour or two making reports which is all paid for on basis of time consumed from one terminal to the other.

The brakeman also has considerable work to do in the way of drawing supplies of oil and waste, exchanging broken chains for good ones, cleaning lamps and the rest, paid for on the same basis.

When it is remembered that these occupations require exposure to all kinds of weather at all times of day and night, and that these men do this labor both physical and mental while constantly surrounded by danger, we begin to see how poorly they are paid as compared with these other occupations, who are sheltered or need not labor in storm or danger.

No. 13.

Rock Island, Ill.

Editor Railway Conductor:

I noticed in the February issue of the CONDUCTOR that two letters were written from Division 184. This came about by a misunderstanding. I was not at the meeting at the time of election of officers, but was informed by some of the members that I was elected and after seeing two letters I made inquiry and found that Brother H. C. Blain was duly elected as correspondent for Division 184. I think our Division made a wise selection. Brother Blain, I enjoyed your letter immensely. Let us hear from you often. Keep the country posted as to the progress of 184. I feel that this explanation is due you and the CONDUCTOR, so I write again.

After reading the many letters of discussion I wish I were capable of deciding what would be best for the old conductors, but from the letters some would want it one way and some another. As for me, if I am ever old and poor and gray I will say give me my little and let me share it at the home of my earthly companion, the home we have made, for if I were sent away to the King's banquet, and my wife and children left at home in want, there could be no enjoyment for me. I would rather remain at home with my family on bread and water than be separated in the eventide of life. In nearly all cases railroad men's wives do the house managing and any true wife would prefer turning the old garments, warming over today what was left from yesterday, than being separated from her husband when he is not able to work. Often a man is not able to railroad, yet with a little assistance from the brotherhood, he can make both ends meet. Many have some little way of helping out. For instance, a garden and an orchard help out one's living. If the husband is sent off to a Home, who will look after that?

Every day that husband and wife walk together in this life make the twain more and more one flesh. The selfish elements which at first formed so large a part of their misunderstanding with each other disappears and the union becomes so beautiful as to

form a fitting type of the union of Christ and His Church and we see nothing else like it. I have just finished the perusal of W. L. Webb's "Economics of Railway Construction." I was surprised to find how ignorant I was on the subject. I think all who are interested in railroading should read this work. It shows how railroading has been figured down to a science by men of experience. At a moment's notice everything needed for a railroad from a spike up to the largest engine that is built, its cost can be furnished. Before this was done and when they were running the little Grant engines and the twenty and twenty-five tons capacity cars on the 36-pound rail stipulated by law, railroads were often in the hands of receivers. But now they are running the large G 7 engines over their roads on a 100-pound rail with cars forty and fifty tons capacity. Large engines reduce the number of trains over one half, large cars save track room over one-half in yards, and last of all the artistic touch is made by putting over double the tonnage in charge of the conductor.

At the present time railroads are building and buying more trackage and just think how many railway companies have trackage enough to single, double and tripple track across the continent. While speaking of double tracking, six years ago the C. & O. began double tracking through Lynchburg, but owing to the heavy work with ceaseless jam and pack of cars we have a poor way of accomplishing anything and so far its completion seems as far in the future as the completion of the Panama Canal. It will be a great help to the train crews when it is completed as the long time it takes to get through Lynchburg causes us to pull through many weary hours of overtime.

Commodities are very high,
Which sure causes our hearts to pain,
The necessities we have to buy
Takes what we earn by running a train.

Although we have a plenty;
Praise to the One we adore,
For our health and strength
To keep the wolf from the door.

Our salaries have increased ten per cent.,
Our bank account stands at zero;
This increase will help pay the rent,
Hurrah for the C. & O.

Our salaries are very small,
They have increased the last few years;
We will be able to tell it all,
When it equals the engineers'.

Clifton Forge, Va. P. A. McDANIEL.

Editor Railway Conductor:

Who comes oftener than myself? How can I help it when I read expressions from Brothers S. R. Proud and Paul Clerke, like those found in the December number of THE CONDUCTOR?

I enjoy writing when I feel that my efforts are proving helpful to my Brothers.

I feel that "I am my Brother's keeper," and when I fail to do my best for him, I am neglecting my duty

Since my last letter, I have had the pleasure of attending a meeting of my Division and of course, enjoyed it greatly.

It was my privilege to make a talk to the Brothers just before the Division closed, and my heart was made happy to have Brother Proud rise from his seat and endorse what I had to say, and after the Division closed to have other Brothers come to me and say "Ed, that was the best talk you ever made, and such talks are doing great good in our Division."

Brothers, if I know my heart, I know that I have no other desire than that of making you happy in this life, and happy in the life to come. "No man lives unto himself, and no man dies unto himself." Rom. 14:11. Then how very careful we should be how we live, and how we die.

I have been thinking much about the work of the next Grand Division, and from expressions found in the December CONDUCTOR, other Brothers are thinking along the same line.

So many of the Brothers are considering the matter of "who shall be selected to fill the Grand Chief's chair?"

No less importance should be placed upon the idea who shall be chosen to fill the subordinate chairs. Every chair should be filled by the very best Brothers in the Order.

Put in every chair Brothers who practice the principles taught by our beloved Order, and you will make no mistake.

The first qualification should be "manhood," second, "integrity," third, "moral courage." No profane swearer should be chosen, no whiskey drinker should be chosen, no gambler should be chosen.

The teachings of the Order do not stand for it, and no man worthy of the name of a conductor can or will raise an objection to these qualifications.

There are, in my opinion, many Brothers in our Order who would be an honor to any position in our gift, and why not pick them out, and put them there?

First, let's weigh the Brothers who are now filling the offices, and if found wanting, set them aside, and place others there, who are not wanting.

I have no sectional likes or dislikes, I know no north, no south, no east, no west, you are all my Brothers and I love you. Your interest is my interest. How does this sound coming from an ex-Confederate soldier who this day 45 years ago was a prisoner of war? Ed. B. WILLIS.

Denton, Texas.

Editor Railway Conductor:

Is the fraternal spirit among us as strong as our Order calls for? Are we always as considerate of the welfare of our Brothers as we should be? Are we careful and considerate in looking after our afflicted Brothers? What are we doing to take the rope of distress from around some of our afflicted Brother's necks? Have we made our afflicted Brothers who are not financially well fixed, safe as to ever getting their insurance? A Brother that is so afflicted as to lose his position and has no other support has no assurance of meeting the requirements of the insurance laws. A Brother is afflicted without (what is the matter

with the relief, it is not sufficient) any financial support is almost a dead one as far as the Order is concerned. I say give the poor old Brother that is ailing his insurance, also give the old man his insurance at the age of 65. That will be sunshine for the Order and all. Strew the flowers for our Brothers before they are dead, strew flowers when we can make our Brother happy. It is a well known fact that we are not sending to the Grand Division the right kind of delegates in every case. We send to the Grand Division delegates who do not carry any insurance in the Order. Has that Brother got the afflicted Brothers at heart? The answer to that is No. I say send Brothers to the Grand Division that are justly entitled to a voice on any subject. A Brother that does not carry any insurance has not got any more right to a voice on the subject than a man that does not belong to the Order. There are a great many of the conductors who seek the office of delegate to the Grand Division as a pleasure trip, off on a vacation on pay. The Home problem is a theory as far as the Order is concerned, speaking of the Home, or in other words, a charity institution, is it only those who are seeking office that want to go to the farm? Suppose an old, down and out conductor went to this Home of Charity. Who is going to keep up his dues and his insurance in the Order? The Brother who would go to this Home of liberty and did not meet the requirements of the laws of the Order in a financial way—then what? Would he be turned out on the streets to become one among the slums? O, My! the conductors are not getting as bad as that, are they? Well, it begins to look so from the number of poor Brothers that are being dropped from the rolls of the Order on account of no aid from the Order. The best thing is to cut out the Home, which is only a theory. Pay the old man at the age of 65 his insurance. Pay the afflicted his insurance. Give them flowers while they live. Make them happy; show them that there is sunshine for them and that we still remember our obligation. The fraternal spirit of the members of the Order is fast growing weak. There is a cause for this weakness, and what is it? It is the conditions that exist throughout the country, they are many, and what? Those who have studied the causes of the existing conditions of the country can well see why the fraternal spirit in the Order is fast becoming dormant. G. B. M. SEWELL.

Huntington, Ind.

Editor Railway Conductor:

The twenty-first annual ball of Divisions No. 17 and 345, held at Toronto, on January 18th, was an event which had been eagerly looked forward to by their innumerable friends, who always turn out in hundreds to attend this popular dance, and on this occasion quite fulfilled the expectations of the committee, who worked their hardest to make the ball as enjoyable as its predecessors, which they succeeded in doing admirably.

The many friends of Brother W. R. Hill will be sorry to know that he is still confined to his home without much change in his condition. Brother C. Storey, although not yet restored to his accustomed good health, we are informed, is much better.

Brother John Anderson, of Division 345, who was in the hospital undergoing an operation, and whose life was despaired of, is now at his home and we are glad to say, progressing favorably.

On the beginning of another year the thoughts of members naturally turn to the progress and prospects of their organization. We, as Canadians, are very proud of the Order of Railway Conductors, and all anxious for its prosperity, there are duties for us all to perform to make the Division a success and it is necessary, therefore, that we should help each other individually and collectively and not expect the officers of our Divisions to do too much.

The members of Division 17 are quite enthusiastic in the good work and never in its history were the brethren more determined to show their patriotism.

In recognition of regular attendance, together with faithful performance of their duties, each officer was re-elected for 1907, the honor is fully recognized by the endeavor to so far excel that of the past year.

Brother Chas. Stuart was elected delegate and Brother D. H. Defries alternate, both charter members of Division 17. As a Division we have reason to congratulate ourselves upon the success of the past year. Our local grievance committee has been very successful and we heartily extend our thanks for their time and efforts.

The struggle for more wages will ever continue until a more enlightened conception of our relation to each other will awaken us to see that we are really Brothers and learn to live brotherly, both as employer and employed, with a broader understanding of our duty to each other.

W. J. GRAY.
Toronto, Can.

Editor Railway Conductor:

The next Grand Division will be one of unusual importance. There will be numerous candidates and lots of maneuvering for positions, and during the maneuvering we think the southern delegates should pull for a position. For years the southern element has been taking a very small part in the Grand Division, except voting as some one suggested. We believe with a delegation of 68 at Memphis, we can command more than passing notice. We are entitled to more than crumbs, and if we go there determined to pull together, we will get more, but if we do not take a decided stand, and simply depend on the generosity of our friends, we will get what we have always gotten—only a crumb. Let the 68 southern delegates go there as one man and have it understood that the man that gets one of our votes gets the entire 68 and we will soon have friends who will stand by us until after the election, at least. Those 68 votes may be the balance of power, if so, they will be in demand. With our position defined, we will be invited to join our Brothers in caucus and then we can know something of the inner working of the powers that be. Let us cut and dry a few things and not depend so much on the Brother who gives you the "glad hand," for that hand is often tainted with selfishness. It will not do to lie supinely on our backs and embrace the delusive phantom of hope. Looking the field over and without a familiarity with all the available material, our mind centers on Brother T. A.

Gregg, of 324, Chairman of the N. & W., he has been very successful, and without ability his success could not have been so marked. His pleasant address, affable manners and a thorough familiarity with the conditions makes him the man for a responsible position in the management of the O. R. C.

We had the pleasure of shaking that genial hand of Brother W. M. Clark, G. Jr. Conductor, while on his annual trip through this territory. He was at Florence, thence to Charleston; we asked why not Wilmington, but he could not find the place on his official map. We had been overlooked and naturally felt slighted and told the Brother we would meet him at Memphis and balance accounts. He reciprocated and extended a very cordial invitation for us to visit No. 1 while at Memphis. Come again, Brother, and look up Wilmington, for we have a small Division, but thoroughly appreciative of official visits. We could show you a small city of 35,000 heterogeneous citizens that will gladly welcome you; we can show you a river front on whose waters float some of the largest steamers that can enter a southern port, which can carry more cotton than can be carried from any other port and with a few minute's trolley ride can show you a water front that will make your Chicago waterfront look like thirty cents, we can give you an oyster roast that will make an epicure wish he could live always where those balmy breezes could kiss the cheek that is flushed with an exuberance of a sunshine that is perpetual. We could tell you more, we could show more but will wait until you come to verify what we have said.

Our General Committee has been here for the past week adjusting affairs, which have not been satisfactory. Their labors are about concluded for the present, they could not get an audience with the General Manager on the annual affairs until March, which necessitates another visit.

We have lost hope of ever resuming our position of scarcity of wrecks, for a day without a mishap is an exception. The most serious recently, was the head on collision with the Florida Special and a freight train on siding resulting in loss of three lives and the burning of three Pullman cars; no passengers were injured. The loss of Engineer R. D. Johnston was a distinct misfortune in every sense. With an acquaintance of fifteen years he impressed us as one of the best men we ever knew.

What is the trouble, and will it ever improve?
Wilmington, N. C. LAFAYETTE.

Editor Railway Conductor:

I will write a short letter giving my views in regard to the Home or farm that is creating so much talk among the members of the Order. First, I wish to say that I am a member of Division No. 386; was made a conductor in Division No. 3, in 1894, was transferred to Division 386 when this Division was organized and have always been a loyal member and expect to remain so as long as I live. Now I would like to say right here for the good of the Brothers and for the good of the Order, that I am not in favor of a Home or a farm. I fail to see where either one would further our interests.

As I said in one letter before, we do not need to create any Homes or farms; we have one in each county in the United States; let this be the least of

our thoughts. Do away with the Home proposition; wipe it off of the list; there is nothing to it. Second, what we want is a change in our constitution next May, when the Grand Division meets at Memphis. Add to the Mutual Benefit Department in Article 16 as follows:

"If any member of this Department becomes disabled by the loss of a hand, at or above the wrist, or by the loss of a foot, at or above the ankle joint, the total loss of one or both eyes by the total loss of hearing; or is totally disabled either on account of sickness or accident, that deprives the member of his position as a conductor and shall furnish within the time limit fixed in article 15, a certificate on a blank provided for that purpose, signed by a competent physician and five members of the Division of which he is a member, giving the date, cause and nature of the disability, the Secretary shall proceed as provided in Article 15."

Now, my dear Brothers, how about this? Don't this look much better than a Home? By so doing you are not taking the disabled father from his loved ones. We cannot take the whole family to the Home. How about this? Have you ever given this question your careful consideration? Think of the outcome and the expense and the heart rending separations that this will bring about if we live up to the laws when this Home is created. I frankly say, let us pay these disabled conductors the full face of their policies and let them stay at home with their loved ones. This is fidelity, justice and charity, and brotherly love. The Order of Railway Conductors is one of the grandest Orders on earth today and able to take care of its disabled members. Then I say again, let us do it; let me ask you the question what do we want with a farm or Home? What we want is this: Fix the disabled Brother so he can prepare a Home of his own and make a living for himself and loved ones. Look out for your own interest and when you do this you are working for the good of the Order. I see in the January CONDUCTOR that Brother Norman Watkins has a great deal to say in favor of a Home.

Now, Brother Watkins, I do not mean to offend you, but will say for your benefit that you have not given this subject your careful consideration. I hope, and no doubt you are, in the very best of health today, but how soon could you be overtaken by accident or disease that would disable you for life? How about this? Suppose you had not laid away any of your earnings for a rainy day, would you be willing to leave your loved ones and go to the Home, or would you rather collect the policy in full and prepare a home of your own and stay with your family? Now if you have no family there are other Brothers who have and we should look to their interest as well as our own. By so doing we will be working for the good of the Order. Stop and think of your obligation and what it consists of. That which will benefit you will benefit your Brothers. That which benefits your Brothers is for the good of the Order. Looks to me like any Brother could see at first sight that a Home or farm is the last thing we should want. One Brother in January CONDUCTOR was popping off about the inability of the conductor's business

knowledge. Now I would like to say for his benefit how many conductors are there that can grow corn, to say nothing of vegetables. He would be at a loss what to do on a farm and anyhow, if he is broken down or totally disabled he is not able to work on a farm and second place he knows nothing about farming. Had you ever thought of this? What would you do on a farm? I mean you. Now then, Brothers let us decline the thoughts of a farm.

I thank Brother Watkins for the compliment passed on me by saying my heart was in the right place. Yes, Brother Watkins, my heart is always in the right place. I look to the interests of my Brothers as well as my own. That which is good for them will benefit me as well. I would like to say a few words in behalf of myself. I am one of these disabled conductors. I was overtaken by Locomotor ataxia and am totally disabled; have furnished two or three certificates with proper proof and was turned down, for what cause I am unable to say. I consider I am a worthy Brother. I am loyal to the Order and a true Brother. This I have proven. I will be in Memphis, Tenn., May 14th, 1907, when the Grand Division meets. I expect to do my very best to bring these changes about; this is the only thing for us to do. Let the idea of a Home be forgotten, we can hold on to the Relief Fund for the benefit of those who could not get any insurance in M. B. D. The Order of Railway Conductors is able to do this. Add a few cents to each member's assessments and pay all these claims. Let us not get at logger heads about this. Let us all pull together, if we see we cannot pull the hill without doubling, let us couple on another engine, and double head for a few trips until we get the tonnage reduced so we can go up the hill with one engine. This we can do and will do. Let each local Division instruct their delegates regarding this change in the Constitution.

Division 368 is still holding regular meetings at east St. Louis. I have not read a letter from Division 368 for some time. We have a good Division and small attendance.

I asked the Brothers and Sisters to give me their views regarding the change of constitution and have received quite a lot of answers, all in favor of the change: I also want to hear from more of them regarding this amendment. All mail will reach me at Nortonville, Ky.

I would like for the secretary of each local Division to write me his views. It does me good to read a letter from my Brothers. Let me hear from you. I mean you. I would like for each delegate who is going to attend the Grand Division to answer this letter as soon as read. I will let you hear from me again in March CONDUCTOR. Will give my full views as well as some others who have been corresponding with me. M. T. BISHOP.
Nortonville, Ky.

Editor Railway Conductor:

As I look over the letters from other Divisions, I can scarcely ever see anything from Bluefield Division No. 324, while we have a large and prosperous Division, I fear we do not take the interest that we should in our fellow men and try to make a shining light for others. Our Division is growing

rapidly and we find a brakeman willing to go out on his first regular train nearly every Sunday. I think we have all of the boys in that have been conductors for six months. We had several changes in our officers this year (changing good men for good ones). We are looking for the N. & W. to do something for us this month and I don't think we will be disappointed as they always help us some and we realize that every little bit helps.

Bluefield, W. Va.

HALEY W. YOUNG.

Editor Railway Conductor;

Divisions, like nations, have their statesmen their warriors and their heroes. The Division that possesses one of these characters owns a prize, while the Division that is fortunate enough to claim members that are endowed with all of these qualities must be considered blest.

The statesman, as we may call him, that has command of language and temper can hold in check a vast number that may be moved by every action of the wind. He is a balance wheel for the unsteady. The warrior is necessary to execute propositions prepared by the statesman and, hero, while the hero, the most pronounced of all is the member who remains in harness and pulls for the betterment of the Division, the organization and the corporation of which he is a part, whether he holds office or not. He attends the meetings and if occasion calls, renders his views where action may be taken, and not in the corridors or rooms of the great triumphs of our city. He is never known to abuse a Brother by a word or act, and when gored to the point of anger expresses pity instead of hatred for those who slander him. Such a member though he may not be gifted with language or pregnant with warrior's courage is the heart and soul of an organization and the spirit of the universe. His manner creates the best influence among the members. He is welcome in every home and men draw near him to offset suspicion that they are talking of a Brother. By association with men or women of this character is the only means powerful enough to tame the human tongue. Men and women of this type, in stature, may be irregular, in appearance repulsive, but when you know their inner soul you can see in them no ugliness or deceit. To my mind, the hero is the noblest of all.

There is another class not so desirable to society as the statesman, the warrior or the hero. They are known as the fault-finder and the slanderer. The fault-finder expresses displeasure with every movement that fails to originate with him and shows displeasure at the rejection of his generally worthless schemes. His natural desire is to treat lightly the best thoughts the organization can produce and criticise the action of the majority. The appearance, the manner and the principles of the assembly are objectionable to his liking. He or she is a factor of uncomfortable quality to the gathering and to the community. Still, the fault-finder is not to be compared with the vile, vicious and wicked intent of the slanderer. The tongue which God placed in the mouth of man is used by the slanderer so indiscreetly that at times he appears like a human tiger. He cannot find words harsh enough or thoughts evil enough to shape his feelings for persons who perhaps never did him ill, but simply

incur his displeasure by being fortunate enough, either by natural tact or ability to secure the respect and confidence of his associates. Persons of this description are not confined to the Order of Railway Conductors. They are connected with every organization from the refined, dignified, ecclesiastical centers of authority down to the humble labor organizations. The only way to treat with such men is to refuse to listen to their shameful and unpardonable language. They have sent lie after lie where the truth can never follow. Honorable men dread being seen alone in their company. When it becomes generally known that such characters are in the Division, you will notice man after man drawing apart from them. They are never recognized authorities and all members of standing hesitate to accept their statements. The statesman, the warrior, and the hero will find a difficult task to undo the damage the fault-finder and slanderer, often cause. The best friend of truth is time and time alone is the destroyer of such beings. Faith is lost for them, honor from them has departed. "When faith is lost and honor dies, the man is dead."

Division No. 122 of Boston, is encouraging the organization of another branch of Ladies Auxiliary. We wish them the best of success and hope the number secured may be large enough to warrant a strong, healthy Division. I would rather see their applications filed with Mascot Division than hear of weakness for want of numbers. To become associated with Mascot Division elevates the refined and dignified. It makes the woman more womanly, and brings you in touch with the purest and brightest gathering our nation can produce. "Mascot", I salute your statesmen, your warriors and your heroes, they are many. Your Grand Officer, Mrs. Drake, is a combination of force, character and perseverance. Her ability will attract the light and confidence of the gathering at Memphis toward Mascot Division.

Brothers Pelletier, Silsbee and I, with our wives, together with a number of ladies from Mascot Division attended a joint installation of Providence Division and Ladies Auxiliary of that city. Brother Moreau of Division No. 122 installed the officers. Let me say for "Joe" that many who make a business of preparing officers for duty would benefit by copying the delivery and manner of Moreau. Mrs. Hutchinson of New York, in an easy, beautiful, natural way, invested the ladies with authority. Brother Manuel Joseph prepared the entertainment and he presented to the retiring chief, Brother Paine, a gold-headed cane and Past Chief's jewel. Brother Josephs has an originality exclusively his own. His ideas add lustre and cheerfulness wherever he presents himself. Brother Paine, Providence Division, can never overstep your praise.

Bay State Division 413, was again represented at the banquet of No. 157 by Brothers Silsbee, Prescott, Kennedy, Tarbox, Kinsbury, Lee and others with their wives. It paid the boys to attend. That banquet will rank with the best New England Division ever had. The glory of its success rests upon the ability and well-planned methods of Chief Conductor Harry Austin. Whatever Harry does is well done. He certainly deserves the assist-

ance of every member. The favorable impression Grand Chief Conductor Garretson made in the New England States leaves little doubt of the choice of delegates from that section. His training has fitted him for the position. His successes have inspired the organization with confidence in his ability and prepared him for the mantle which has been so nobly won and proudly worn by his predecessor. The Order must be considered blessed to possess a man so eminently qualified to lead and execute the ideas of the highest type of labor organization in existence.

Division 171, Bay State Division grieves with you at the loss of such a Brother as George Busseno. Boston, Mass. J. H. PARANT.

Editor Railway Conductor:

Division 423, having decided to make the year 1907 as unpleasant for you as possible, elected me as correspondent, and I trust you have the patience of a Job and a nature unsurpassed, in fact, a mind-reader.

As Bluefield Division No. 324 has a few members scattered to the four winds of the earth, they, no doubt, feel an interest in those who still remain at their post of duty. Brother B. Crimpler, who has been stationed at North Fork, as assistant trainmaster, has been moved back to Bluefield and resumes his former position as general yardmaster in Bluefield yards, it being one of the most important positions on the Pocahontas Division on account of the immense coal traffic to the coast. Brother R. T. Edmondson succeeds Brother Crimpler at North Fork, as assistant trainmaster and a better one is hard to find.

At present, south-west Virginia is on a boom, as far as building new railroads is concerned. The construction of the South & Western Railway, from the rich coal fields of Virginia and Kentucky to Spartansburg, S. C., is a piece of railway work which in several respects, is the most important now under way in this country; it means coal directly from the mines to the manufacturing plants. Springing up all over the south from Virginia and Kentucky to Texas, and the effect of this direct and quick communication between coal fields and the southern manufacturing plants is bound to be apparent in increased manufacturing activity in the southern States. The South & Western is to be a north and south coal carrying road; it will enter the coal fields by the back door, it will be one of the very few coal carrying lines from the mines to the south. The construction of the Panama Canal opens up a wide market for coal from the mines of Virginia and Kentucky. The South & Western will be the first in the field for the market of the Pacific coast and Orient, by the canal route. Coal from south-west Virginia and southern West Virginia and eastern Kentucky can be got to all these markets far more cheaply by the canal route than by the transcontinental railway lines. The road will exercise a most important influence in the traffic situation in the south. The South & Western is very much like the new river, it runs at right angles to the mountain ranges—it is a road of tunnels and fills. There are 23 tunnels in the 288 miles, representing the aggregate length of these is about 29737 feet, some-

thing over five miles. Much of the road is cut through solid rock and this is true, not only with reference to the tunnels, but also of the side cuts high up on the mountain side—sometimes a half mile from the valley.

Yet, notwithstanding enormous difficulties, the engineers had to overcome in achieving it, the maximum of grade of one half of one per cent has been obtained. This is said to be without parallel among railroads of the world, constructed in a mountainous country. The maximum curvature is six degrees, with the exception of four curves of about eight degrees on the line down the Blue Ridge in North Carolina. Just south of Spruce Pine there are eighteen tunnels in fourteen miles, and the course of the road is so tortuous that two points within rifle shot of each other are reached over a line of twenty miles of track. This also is said to be without parallel in the matter of tortuosity, if that be a good word. The road is to extend from Elk Horn, Ky., through Virginia, Tennessee and North Carolina to Spartanburg, S. C. At present however, it is contemplated to construct it only to Bostic, N. C., from Pink, Va., where the line crosses the Chick Valley division of the Norfolk & Western. The line from Johnson City Tenn., to Baltic, sixty-five miles, is already in operation.

The line extends from Elkhorn, Ky., on the Chesapeake & Ohio and proceeds due south to Pink, Va., on the Norfolk & Western, a distance of fifty miles, where the line crosses the Norfolk & Western at Pink and follows the valley of Chick River in a south-westerly direction to the little town of Chick Park, a distance of 85 miles, the distance from Elkhorn, Ky. The Virginia & Southwestern is crossed at that point and the line turns sharply to the south-east and proceeds thence to Johnson City, Tenn., where it connects with the sixty-five mile line now in operation to Spruce Pine. The South & Western is now about fifty per cent completed in about 18 months; locomotives will be running over the entire line, from Pink, Va., to Bostic, N. C., and in less than three years the line will be completed to Elkhorn, Ky.

H. T. HALL.

St. Paul, Va.

Editor Railway Conductor:

Having looked over the correspondence columns of the January CONDUCTOR I find so much is being said that will come before the Grand Division next May that I feel very much interested in. I wish to express myself briefly on some of the proposed recommendation for the much talked of Home for the disabled Brothers. I do not believe it will ever fill the bill. How many of the members today, old or young, who are subjects for the proposed Home would accept or end their days in this Home, if built, and supported by the Order. I feel as one Brother has said, it should be called the Asylum for Conductors. And if it is put on I suppose it will be a work out for his good wife if she is privileged to share the asylum with him.

I do not anticipate that the old worn out conductors would take to this Home proposition, and if I am allowed to venture the assertion, those who are its strongest supporters would be the last

to end their days there should it fall to their lot.

I believe there is two good substitutes for this Home proposition. First, the Relief Fund, say that we double the call and make it two dollars per year or if need be three dollars per year, that would make the sum of \$120,000 dollars where now it is only \$40,000 per year. The Relief Fund is beyond the experimental stage, and nothing has ever been found to meet the necessities of our members as the Relief Fund, only there is not enough of it.

Secondly, our laws in the M. B. D. no doubt, could be changed so as to give to the aged conductors a percentage of his insurance upon a basis that would protect the other policy holders. But I am firm in the belief that before we draw more out of the M. B. D. we must put more into it.

Now about district representation, Nay to this I say. Taxation without the proper representation is not fair or right. This would put the making of our laws into the hands of the few and you would find that local interest would be served largely in preference to the good of the general Order.

At Portland convention I advocated (and still maintain) that the Triennial Period be adopted for holding the Grand Division, and some old fogie, good Brother, got recognition from the chair and he, with a trembling voice (to create sympathy) began to lay stress upon the good old hand shakes that this would cut out, and how bad at heart (or stomach) he would feel if the G. D. was extended to this period, and I am sorry to say it had the desired effect and the recommendation was lost.

I think at this time that every four years is often enough to hold the G. D.

And then, as long as we hold our Division charters I want every Division represented, and if the Grand Division gets so large we can't get a hall to hold it in that we buy a tent and have it large enough for both our G. D. and Auxiliary ladies. The Grand Division is a matter of business and more and more as the Order gets older, numerous delegates go to the G. D. and while they do not orate any while there, they are deep thinkers and they bring back a good report and it is found that they have acted wisely in casting their ballots. I think the records of the costs of the Grand Convention shows that to hold the G. D. every three or four years would make a great saving financially, and why not this saving go to the Relief Fund. I say build up the Relief Fund and you will not have need for the much talked of Home. These remarks will meet, no doubt with much opposition but a greater proposition must come forth than I have yet seen before I am agreeable or will be convinced that the Home is the necessary thing. What say you, Pauline? Me thinks I hear a voice say Nay! Nay!

With us here in Canada at present we are having more labor legislation and as it now reads it does not tend to promote our best interests. Brother Harvey Hall is looking well to our interests along these lines.

Dear readers, I wish in closing, to jog your attention to the fact, that of all the people in all the towns that have ever had a street car strike that Hamilton, Canada, is a stand patter. In our recent

strike from a start to the finish everybody walked, (even to father). And the wonderful part of it was that it closed with a military and police parade, with power to act, and to say that they did act could be vouched for by numerous ones, old and young, who were so unfortunate as to have been on the streets the night the riot act was read. However, it is all over with and the only thing now before the people is, who will pay the bill of putting on the play. The trainmen on the Toronto, Hamilton and Buffalo Railway, through the R. R. officials have revised and amended their schedules, carrying with it very good concessions, and our pride is that we do not play second fiddle to any road in Canada for an up-to-date agreement. Not that we wish to boast, but that we appreciate what we have. Division No. 27 has not many complaints, and with our newly elected officers we expect the year to wind up with good results.

Hamilton, Ont.

J. E. OLDFIELD.

Editor Railway Conductor:

GENERAL NOTICE NO. ONE.

All Brothers be advised that Queens Point Division, No. 497, was organized Sunday, February 3rd, 1907, by D. G. C. C., W. H. Budd. He was on his way home from Baltimore after closing the General Board of Adjustment for the B. & O. system. We had a nice crowd of warm hearted Brothers to help us out. All who wished us a long and prosperous life to our new Division.

The following visiting Brothers from out of town were with us: C. J. Welsh, Division 283, Chas. White, Division 183, M. Sayers, Division 183, J. T. Compton, Division 223, J. R. Pill, Division 190, G. E. Burdess, Division 190, and T. C. Hogan, Division 369. We had fourteen to start with. Our charter list has 37 names on it. Brother William Murphy was the first to ride our goat. He was able and did a fine job. Murphy says he will help to make the goat tired before the year is very old. The greater part of our men were out and did not get in for our first meeting, but the Brothers who were left in charge of the new Division are of the right kind, tried and found true, so they are able

to take care of those left out. We expect a good crowd for the 3rd Sunday of February. Brothers, let us get to work and see what we can do, we ought to have a good Division. All we need is a will. Your officers can not do all the work; lend us a hand; help us just a little, you will get your reward in seeing the Division grow. 497.

Keyser, W. Va.

Editor Railway Conductor:

The following donations have been received at the Railroad Men's Home at Highland Park, Ill., for the month of February:

O. R. C. DIVISIONS.			
No.	Amount	No.	Amount
2.....	\$25.00	215.....	\$12.00
41.....	10.00		
115.....	12.00	Total.....	\$59.00
L. A. C. DIVISIONS.			
1.....	\$12.00	100.....	\$12.00
28.....	12.00	183.....	5.00
66.....	5.00		
		Total.....	\$44.00

SUMMARY.

O. R. C. Divisions.....	\$ 59.00
B. R. T. Lodges.....	120.00
B. L. E. Divisions.....	198.00
B. L. F. Lodges.....	9.00
L. A. C. Divisions.....	44.00
G. I. A. Divisions.....	13.95
James Costello, No. 270, O. R. C.....	1.00
Alfred S. Lunt, No. 456, B. R. T.....	1.00
George St. Meyers, No. 110, B. R. T.....	2.00
Members No. 94, O. R. C.....	8.50
Members of No. 656, B. L. E.....	8.50
Total.....	\$464.95

MISCELLANEOUS.

Box of Books from T. J. Marsh, No. 629, B. L. E.
 Package of Books from W. G. Gerry, No. 1, O. R. C.

Two Quilts from No. 183, L. A. C.

Respectfully submitted,

JOHN O'KEEFE,
 Secretary and Treasurer.

Her Letter.

[An episode in the life of a conductor whose "chain gang" run leads him away from home for a week or two at a time.]

A charming little letter from a maiden sweet and fair
 Arrived today, my journeyings to bless.
 I read it o'er and o'er again, while lolling in my chair
 For it is full of love and tenderness.

Indeed, it is a paradox; for being very brief,
 It yet contains more entertaining news
 Than all the daily papers which portray life's joy
 and grief.

And all the magazines! Doubt, if you choose.

My fancy sees such cheering words of sweet encouragement,
 To lead me on in paths of peace and right.

O, such an all-absorbing love within my heart is pent;
 For she is all my own, my life, my light.

She writes of all her hopes and joy in such a simple way,

I cast my heart and fortune at her feet,
 O, what a pleasure 'tis to know that soon again the day

Will come when I my treasured one shall greet.

Though separated now from this, the girl whom I hold dear,

I stray but for a time without the fold.
 My wife sends frequent messages of trustfulness and cheer,

But this is from my daughter—six years old.
 The letter:

PapA: LovE to paPA
 A B c d E F g H i J k L M
 Z y X W V u T s r Q p o N
 FlorENCe.

ONE BROWN.

LEGAL

Legal Decisions of Interest to Railroad Men.

Prepared for The Railway Conductor by COLIN P. CAMPBELL, Grand Rapids, Mich.

Liability For Procuring Discharge of Servant. Labor Union Walking Delegates.

In this case suit was brought to recover damages caused by the act of the defendants who were members of a labor union and were walking delegates thereof for procuring the discharge of plaintiff by his employers. It is the claim of plaintiff that the union and certain others of the defendants conspired to maintain a higher rate of wages, reduce the hours of labor and prevent the employment of non-union men. It is true that this case does not involve anything in our special business, but the questions involved are important to all labor unions, and the case is in a way a leading one. It at least involves a novel application of the law, which has existed for a century that one who procures the discharge of a servant is liable therefor.

The plaintiff among other things charged that on or before the 25th day of October, 1905, the defendants "maliciously and unlawfully conspired, combined and confederated with each other, and with other persons to the plaintiff unknown, to injure the plaintiff, and to prevent him from working at his trade, and from obtaining employment," and on said day "in pursuance of said conspiracy, willfully and maliciously, and by means of threats and intimidations, induced the said David R. and Frank M. Hawley, to discharge the plaintiff from their employ," and "because of the threats and intimidations of the defendants" the said Hawleys, on said day, discharged the plaintiff from their employ. At that time the plaintiff was receiving wages at the rate of \$3 per day.

Since his discharge he has been unable to obtain steady employment, and has thereby lost a large sum of money, which he would otherwise have earned, and "has been greatly injured in his business, and has been greatly damaged by the unlawful action of the defendants." The complaint is dated November 16, 1905, and claims \$1,500 damages. The answer in effect denies the above-stated allegations of the complaint. The Court said, The jury rendered a verdict for the plaintiff for \$425 damages. The defendants filed a motion to set aside the verdict and for a new trial, upon the ground that it was against the evidence, and that the damages awarded were excessive, which motion was denied by the trial court. The denial of said motion is the only error assigned in the appeal. The decision of the trial judge should be sustained if it appears from the printed record before us that there was some evidence upon which the jury could reasonably have found the issues submitted to them in favor of the plaintiff, and could probably have awarded him damages to the amount on the verdict.

The defendants contend that the record contains no evidence of the alleged conspiracy, nor of the alleged malice, at least, upon the part of the union, nor of any authority of Deady from the union to make the claimed threats; and that as it appears from the plaintiff's own testimony that he was unemployed for but 86 days during the period between the day of his discharge and the day of his commencement of this action and could have earned but \$3 a day, the damages recoverable could not

have exceeded \$258. Section 1296 of the General Statutes of 1902 makes it a criminal offense to threaten or use any means to intimidate any person to compel him to do or abstain from doing against his will any act which such person has a right to do. To deprive a workman of his employment by threatening and intimidating his employer is a criminal offense under this statute. That one who by such means, has so injured an employe would also be liable in damages in a civil action is not questioned in this action. When such an injury results from the execution of a conspiracy it is the wrongful act done in carrying out the concerted plan, and not the conspiracy itself which furnishes the real ground for a civil action.

The gist, therefore, of the present action is not the alleged conspiracy, but the injury to the plaintiff caused by the unlawful acts of the defendants in procuring his dismissal by threatening and intimidating his employers. To entitle the plaintiff to a verdict against both defendants no further proof of a conspiracy was required than that they were joint tort-feasors in procuring the dismissal of the plaintiff by means of such threats and intimidations; and had the proof been that one of the defendants so procured the discharge the plaintiff, under section 760 of the General Statutes of 1902, would have been entitled to a verdict against that one.

Neither was it necessary for the plaintiff, to entitle him to a verdict under the allegations of the complaint, to prove any other malice than that which the law might imply from the unlawful act proved. The allegations of conspiracy and of malice contained in the complaint were neither of them essential to a sufficient statement of the plaintiff's cause of action.

The former may be regarded either as an averment of a fact, the proof of which might aid the plaintiff in establishing a joint liability of the defendants or like the averment of malice, as an allegation of a fact in aggravation of the injury complained of.

Upon the question of whether the procurement of plaintiff's discharge by the means alleged, was the joint act of the defendants, the testimony of the plaintiff, of his said employers, of the defendant Deady, and other officers and members of the union, and the records of the doings at various meetings, of the union were presented in the trial court. It is not our purpose to repeat that evidence here. It is sufficient of us to say of it that the record shows that there was evidence before the jury from which, in our opinion, they might reasonably have concluded that the plaintiff was discharged from his employment on account of the threats of his employers, and the means to intimidate them made and used by the defendant Deady for the purpose of procuring the plaintiff's discharge; that Deady was the business agent and so-called walking delegate of the defendant union, and did said acts not only with the knowledge and approval, but by the authority of the union. Such facts would render both defendants liable as joint tort-feasors. The damages awarded are not necessarily excessive. Punitive damages might have been awarded even against the union if it either directed Deady to do the particular acts complained of, or if it afterwards approved them, or the jury may have found, as alleged in the complaint, that the plaintiff was otherwise injured in his business, than by the loss of employment during said period.

Wyeman vs. Deady, (Conn.) 65 Atl. Rep. 129.



FORUM OF STANDARD TRAIN RULES

Edited by George E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

EDITOR FORUM:—In your next issue kindly reply to this question. This road uses the standard block signal system, and here is one of their special orders.

"Inferior trains (with the exception of local freights and work trains) will be run ahead of superior trains from one middle track or siding to another by means of block signal indications instead of train orders.

I was on work train and received the following telegrams from the dispatcher:

To C. & E. Eng. 2130:

No. 38 will pass Greendail at 4:45 p. m.

It is now 4:25 p. m. This train is due at 4:10 p. m. to leave Greendail. I claim work extra had no right to proceed on this telegram as it did not give them any time on No. 38. Form E should be used.

W. L. KNAPP.

Fishkill-on-Hudson, N. Y.

ANSWER—Any railroad has a right to adopt such rules and regulations as may seem necessary, but it follows that such rules and regulations should be issued to all concerned. We do not think the time as stated in the message was sufficient authority for the work train to proceed on. Some double track roads issue time in message form but it should read: "You may use—track until 4:45 p. m. protecting against No. 38," or some other form that would authorize the use of the track directly without resorting to inference.

EDITOR FORUM—Please give us your opinion in next issue of CONDUCTOR on following orders.

Eng. 12 will run extra, Saginaw to Munger and return to Albion and will meet No. 23, Eng. 26, in advance of time, and extras 316 and 5 north at Saginaw, and has right over extra 27 north, Saginaw to Munger. Eng. 27 will run extra, Elwood to Albion. This

order void to extra 12 at one-fifteen 1:15 a. m.

Saginaw is a telegraph office. Munger is a blind siding. If extra 12 cannot make Munger by 1:15 can extra 27 proceed, or has dispatcher right to extend the time to extra 12.

Eng. 25 will run extra Iron Junction to Biwabik and return to Iron Junction. Eng. 12 will run extra Iron Junction to Biwabik until 11:30 p. m. and will meet extra 25 south at Jones.

Jones is a blind siding. Extra 12 cannot make Jones or Biwabik by 11:30 p. m., but reaches at telegraph office south of these points. Has dispatcher right to extend time to extra 12? Is extra 25 south tied up at Jones until extra 12 arrives? CONDUCTOR.

Proctor, Minn.

ANSWER—A time limit on Example 1, Form G, is not standard and in our opinion should not be used. Rule 201 and 204 are so worded that the dispatcher has not the right to extend the time limit on extra 12 without first giving orders to extra 25 and any other trains interested which have a copy of the original order. Under a strict interpretation of standard rules extra 25 is tied up at Jones but as this is not a standard order and the company permit it to be used, we see no reason why extra 25 could not consider extra 12 dead at 11:30 and proceed. In our opinion rule 220 should be so changed as to include an extra train which has become void by a time limit.

EDITOR FORUM—Please give your opinion on the following orders in the next issue of the CONDUCTOR:

I receive order No. 15 at A, to meet extra 651, west, at D, and meet extra 603, west, at E. Receive order No. 18 at A that Eng. 648, east would run extra

A to C. When I arrived at C, I received order No. 24. Eng. 648 would run extra C to B. When I arrived at B I received that Eng. 648 would run extra B to F. Does order No. 15 still hold good?
CONDUCTOR.

Jacksonville, Fla.

ANSWER—Order No. 15 was an improper order to give to extra 648 at A with limits A to C, because it contains provisions that extra 648 created by order 18 could not carry out. It is generally conceded that when an extra reaches the terminal named in their running orders, that the extra is dead, that it ceases to exist and that any orders they may hold are void. We do not, however, counsel any trainman to so consider orders in cases like this for a dispatcher that would issue orders 15 and 18 to Eng. 648 at A is capable of figuring in ways that are dark and mysterious and I would advise trainmen when on his time to paste Rule 106 in the crown of their hats. Bearing this in mind, extra 648 east with limits B and F, should not pass D until extra 651 west, arrives or E until extra 603 west arrives.

Order No. 15 should have been put out for extra 648 east at C, then no question as to the validity of the order could have arisen.

EDITOR FORUM—Please let me have your opinion on the attached order in the next issue of THE CONDUCTOR. Had Doyle a right to go to Beaver Brook at 12 o'clock? There is no telegraph office at Busbys.
THOS. CORBETT.

Moncton, N. B.

We are not working under standard rules.

Order No. 21.

Newcastle, February 5, 1907.

C. & E. Doyle, Newcastle.

Doyle will run special Newcastle to a point two (2) miles east of Busbys and work between Beaver Brook and Busbys at that point until twelve (12) o'clock, regardless of all white signals.

When west bound specials come in sight and east bound specials come to Busbys, run to Busbys to cross them.

No. thirty-four (34) will run three (3) hours late, Bathurst to Newcastle.

EVAN PRICE.

ANSWER—The order is not standard and is so worded as to be ambiguous on some vital points—our understanding is that, that part of the order reading "Doyle will run special, Newcastle to a point two (2) miles east of Busbys," would remain in force until fulfilled, but Doyle would have no right to work between Beaver Brook and Busbys after 12K.

EDITOR FORUM—In looking over orders in February number of the RAILWAY CONDUCTOR I see an order from J. P. Cleary, Pattach, Idaho. You answer that in case work extra is run out of work limits given it in order No. 1, to another part of division and return under order No. 2, that upon return to work limits order No. 1 remains valid. This is not my understanding of this order. I contend that upon return to B from C, that order No. 1 is no longer in effect unless provisions are made in order No. 2 for same. Please answer in Forum if this is or is not correct. See rule 97a.
Norfolk, Neb. H. G. B.

EDITOR FORUM—I beg to differ with you in regard to your answer to J. P. Cleary in regard to work extra, Eng. 516. I claim that after receiving and using order No. 2 you have no right to resume work on order No. 1 unless order No. 2 states that order No. 1 giving proper reference will remain valid as per "97a". Would like to hear from you through the CONDUCTOR.

Milwaukee, Wis. J. W. HINEGUS.

ANSWER—We note that both correspondents refer to rule 97a. We do not know what this rule is but it is not a standard rule. Rule 220 makes orders good until fulfilled, superseded or annulled and it is evident that order No. 1 has not been fulfilled, superseded or annulled and under standard rules is therefore good to use up to the time limit. It was upon rule 220 that we based our answer as there is no such rule as 97a in the standard code.

EDITOR FORUM—Please give ruling on following question:

Trains No. 2 and 4, first class and superior by direction. No 2 is a local and No. 4 a through train. These trains are due to start from initial station A at 9:00 o'clock p. m. and 10:00 o'clock p. m. No. 1, the same class train, but inferior by direction starts from initial station F, having ample time to make D, a non-telegraph station for No. 2. At E the dispatcher puts out an order addressed to C. & E. No. 1, at E. 2nd No. 2, Eng. 986, and No. 1 Eng. 983, will meet at B.

After this order has been delivered to No. 1, first No. 2 becomes disabled and is passed by first and second No. 4.

As the conductor and engineer on No. 1 have no knowledge of No. 4 running in sections, they take the siding at D, to meet first No. 2 and if on time, they have ample time to get out for No. 4, but after waiting some time for first No. 2, they find they are unable to get out for No. 4 some minutes after No. 4 is due to pass D a train passes, whistles

signals, which is answered by No. one. Ten minutes later another train passes without signals.

Now the question in my mind is how is the conductor and engineer on No. 1 to be quite sure what trains they have met. As I have stated, they held orders on second 2 and did not know No. 4 was running in sections. Neither did they know first No. 2 was disabled at C.

A CONDUCTOR.

ANSWER—The question of train identification is a serious one and the situation represented by our correspondent is one that might obtain on almost any road; we say on almost any road for the reason that some roads use identification cards and of course, on these roads there could be no misunderstanding. In the case cited No. 1's crew could easily mistake 1st No. 4 for 1st No. 2 and 2nd No. 4 for No. 4, and as they hold orders against 2nd No. 2 there would be imminent danger of No. 1 proceeding against 1st No. 2 without orders. One way of overcoming this condition would be by identification cards and another way would be for all last sections to carry a distinctive signal.

EDITOR FORUM—Please give me your decision on following orders:

Order No. 54.

To C. & E. Eng. 31 at A. Eng. 31 will run extra A to D and will protect against extra 50 between A and B until 5:15 p. m.

Completed 4:44 p. m.

Order No. 55.

To C. & E. Eng. 50 at B. Engine 50 will run extra until 6:05 p. m. between B and A and will protect against extra 31 south after 5:15 p. m.

Completed 4:45 p. m.

Extra 31 had copy of order 54 and 55.

Extra 50 had only order 55.

Question—Should extra 50 have copy of order No. 54? These two trains met head on collision at 5:15 p. m. half way between A and B. Both trains were without protection when they collided. Who is responsible for the wreck?

MEMBER DIVISION 102.

ANSWER—Orders 54 and 55 are not standard orders and we cannot therefore give an authoritative statement on the subject as it is purely a local matter.

It seems quite plain, however, that extra 31 should have been under full flag protection up to and including 5:15 p. m., which they evidently were not, as the wreck occurred at 5:15 p. m. and extra 50 must have been within the danger limit before 5:15. It is also evident that extra 50 should have followed the instructions contained in order 55 and should have been under full protection promptly at 5:15 p. m.

Looking the situation over from this distance it seems that both crews were at fault, although extra 50's crew were put at a disadvantage in not having a copy of order No. 54 and it is quite possible that they interpreted order 55 to mean that extra 31 would not enter the limits between B and A until 5:15 p. m.

EDITOR FORUM—Will you kindly give ruling on the enclosed order.

We are working under standard rules, south or west bound trains take siding.

Trains No. 435 and No. 239 being south bound trains. The question arises: who has the right to hold main track where No. 435 and No. 246 meet.

Thanking you for the trouble and your kindness and begging an early reply, I am sir,

Yours truly,

C. H. VAUGHN.

South Norwalk, Conn.

Telegraphic Train Order No. 39.

Superintendent's Office, G. C. 2-5, 1907.

To C. & E. of No. 435, at Bville.

No. 246, two forty-six and No. 435, four thirty-five, will meet at South Wilton.

No. 249, two forty-nine, and No. 246, two forty-six, will meet at Sanford. No. 246 take siding.

ANSWER—Order No. 39 fixes two meeting points for No. 246 and also states that No. 246 will take siding and as the order fails to specify any particular point, they must side track at both points named in the order.

In connection with this it must be remembered that Rule 201 prohibits anything in an order except that which is essential, it therefore follows that Nos. 435 and 249 must regard this information that No. 246 will sidetrack as essential to the movement.



OFFICIAL CHANGES

D. Crombie has been appointed master of transportation of the Grand Trunk at London, Ont.

J. H. Richmond has been appointed assistant trainmaster of the Southern at Greensboro, N. C.

J. H. Scott has been appointed superintendent and chief engineer of the Tremont & Gulf, with office at Tremont, La.

J. C. Odell has been appointed general manager of the Georgia, Florida & Alabama, with office at Tallahassee, Fla.

E. E. Johnson has been appointed assistant division superintendent of the International & Great Northern at Mart, Tex.

F. J. Hahn has been appointed superintendent of transportation of the St. Louis Southwestern, with office at Tyler, Tex.

R. W. Miller has been appointed superintendent of the Neame division of the Missouri & Louisiana, with headquarters at Neame, La.

C. M. Hunt has been appointed superintendent of maintenance and transportation of the Pacific & Idaho Northern, with office at Weiser, Idaho.

E. Digne, trainmaster of the Chicago, St. Paul, Minneapolis & Omaha at Superior, Wis., has been appointed superintendent of terminals at East St. Paul, Minn.

E. Ryder, heretofore superintendent of the eastern division of the Chicago & Alton has been appointed general superintendent of the Chicago, Indiana & Southern.

W. L. Derr, heretofore division superintendent of the New York, New Haven & Hartford at Hartford, Conn., has been appointed superintendent of the eastern division of the Chicago & Alton, with headquarters at Bloomington, Ill., to succeed E. Ryder, resigned.

G. W. Hardcastle has been appointed trainmaster of the Lehigh Valley at Jersey City, N. J.

J. P. Russell has been appointed trainmaster of the Charleston & Western Carolina at Augusta, Ga.

B. M. Musser has been appointed general superintendent of the Loring & Western, with office at Loring, La.

G. F. Nevins has been appointed assistant general manager of the Corvallis & Eastern, with office at Albany, Ore.

P. A. Buck has been appointed superintendent of the Illinois division of the Missouri Pacific, with office at Chester, Ill.

W. B. Hayes has been appointed acting general manager of the Colorado & Northwestern, with headquarters at Boulder, Colo.

J. F. Murphy, trainmaster of the Missouri Pacific at Coffeyville, Kan., has been appointed division superintendent at Wynne, Ark.

J. L. Dunn, general yardmaster of the Galveston, Houston & Henderson at Galveston, Tex., has been appointed acting trainmaster at that point.

H. W. Stanley, superintendent of the fourth division of the Seaboard Air Line, has been appointed superintendent of transportation with office at Portsmouth, Va.

George Hodge, heretofore chief clerk to the second vice-president of the Canadian Pacific, has been appointed superintendent of terminals of the eastern division at Montreal, Que.

C. S. Lake, heretofore superintendent of the Washington division of the Southern, has been appointed superintendent of the Danville division, with office at Greensboro, N. C. G. V. Peyton, superintendent of the Durham division, has been transferred to Alexandria, Va., as superintendent of the Washington division.

H. P. Reigart has been appointed assistant general manager of the Tidewater Railway and the Deepwater Railway, with headquarters at Norfolk, Va.

L. G. Curtis, division engineer of maintenance of way of the Baltimore & Ohio at Chicago, has been appointed assistant superintendent of the Chicago division, with office at Chicago.

J. A. Christie, trainmaster of the Atchison, Topeka & Santa Fe Coast Lines at Barstow, Cal., has been appointed acting superintendent of the Valley division, with office at Fresno, Cal.

W. T. Caldwell has been appointed superintendent of the Chattanooga division of the Cincinnati, New Orleans & Texas Pacific, with headquarters at Somerset, Ky., succeeding H. M. Waite, resigned; effective on February 15.

Homer Eads, assistant general freight agent of the International & Great Northern, has been appointed division superintendent at San Antonio, Tex., to succeed Mr. Thomas Hume, assigned to other duties.

H. M. Frickinger has been appointed assistant general manager of the Cuba Eastern Railroad and allied companies and assistant to the president of the Cuba Eastern Railroad, with headquarters at Guantanamo, Cuba.

James Agler has been appointed general manager of the Northwestern Pacific, with office at San Francisco, Cal. B. F. Porter has been appointed assistant general manager, in charge of operated lines north of Shively tunnel, with office at Eureka, Cal.

G. J. Bury, general superintendent of the Central District of the Canadian Pacific, has been appointed assistant general manager of western lines, with offices at Winnipeg, Man. A. Price, heretofore superintendent of transportation of western lines, has been appointed to succeed Mr. Bury as general superintendent of the Central district with headquarters at Winnipeg.

M. Riddle has been appointed general superintendent of the third division of the Atlantic Coast Line, with headquarters at Jacksonville, Fla. J. N. Brand has been appointed general superintendent of the second division, with office at Savannah, Ga. E. Phenneger has been appointed superintendent of the Richmond district, with office at Richmond, Va. J. C. Murchison has been appointed superintendent of the Wilmington district, with headquarters at Wilmington, N. C. Effective on February 10.

Epes Randolph has been appointed general manager of the Sonora Railway, leased by the Southern Pacific.

R. S. Thompson has been appointed trainmaster of the Charleston & Western Carolina at Augusta, Ga., in place of F. M. Doar, promoted.

C. H. Bevington, heretofore trainmaster of the Missouri Pacific at Little Rock, Ark., has been appointed superintendent of the Omaha division, with office at Omaha, Neb.

W. W. Hoffman has been appointed trainmaster of the Waco, Houston, Austin and San Antonio divisions and Belton branch of the Missouri, Kansas & Texas at Smithville, Tex.

W. B. Clint, heretofore vice-president and auditor of the Elmira & Eastern Transportation Company, has been appointed general manager and auditor, with office at Elmira, Tex.

N. L. Moon, heretofore trainmaster of the Delaware & Hudson at Carbondale, Pa., has been appointed superintendent of the Wyoming division of the Lehigh Valley, with office at Wilkesbarre, Pa.

W. W. Drake heretofore general superintendent and chief engineer of the Santa Fe, Prescott & Phoenix, has been appointed vice-president and assistant general manager, with office at Prescott, Ariz.

H. M. Waite, superintendent of the Chattanooga division of the Cincinnati, New Orleans & Texas Pacific, has been appointed superintendent of the Atlanta & Birmingham division of the Seaboard Air Line, with headquarters at Atlanta, Ga.

W. A. Witt, heretofore trainmaster of the Seaboard Air Line at Richmond, Va., has been appointed superintendent of the fourth division, with headquarters at Jacksonville, Fla., succeeding H. W. Stanley, promoted. J. W. Keyes has been appointed terminal trainmaster at Jacksonville, Fla.

R. Marpole, general superintendent of the Pacific division of the Canadian Pacific, has been appointed assistant to Vice-President William Whyte, with jurisdiction over the lines west of Winnipeg. Mr. Marpole has also been chosen vice-president of the Esquimalt & Nanaimo, recently acquired by the Canadian Pacific. F. F. Busteed, assistant chief engineer at Winnipeg, Man., has been appointed general superintendent of the Pacific division, with headquarters at Vancouver, B. C., to succeed Mr. Marpole.

MENTIONS

The following arrangements for hotel accommodations at Memphis in connection with Grand Division have been made by the local committee at Memphis:

We would suggest to the members that prior to leaving for Memphis they take up the matter of hotel accommodation, direct with the several hotels here noted. Those who desire rooms, with or without board, had better communicate with F. J. Wright, Sr., Chairman of that committee, Room 6, Lee Building, Memphis, Tenn.

HOTEL GAYOSO, Main St., between Gayoso, and Beale: Rooms \$2 and up with bath; rooms \$1.50 and up, no bath. Breakfast 25c. to \$1.00. Lunch 50c. Dinner a la Carte.

PEABODY HOTEL, Cor. Main and Monroe: Rooms \$1 and up (European plan).

LEUHRMANN'S HOTEL, Main between Madison and Monroe: Rooms \$1.00 to \$2.50 (European plan).

GASTON HOTEL, Court St., opposite Court Square: \$2.50 to \$3.00 per day (American plan). \$1.00 to \$1.50 per day (European plan).

FRANSIOLI HOTEL, Second and Union Sts.: \$2.00 (American plan). Baths 25c extra.

CORDOVA HOTEL, 3rd and Madison Sts.: Double room with bath \$2.50. Single room with bath \$3.00. Double room without bath \$2.00. Single room without bath \$2.50.

ALCAZAR HOTEL, 4th and Adams: \$1.50 a day each (European plan). \$3.00 a day each (American plan).

ARLINGTON HOTEL, Main and Adams Sts.: \$2.00, \$2.25, \$2.50 and \$3.00 a day (American plan) according to location.

BISMARCK HOTEL, Main between Gayoso and Beale: \$1.00 a day each person (European plan).

HOTEL GEHRING, Main and Union Sts.: \$2.00 to \$3.00 (American plan). \$1.00 to \$1.50 (European plan).

HOTEL REED, Main and Poplar Sts.: 50c. to \$1.00 (European plan).

CLARENDON HOTEL, Madison Ave., between 2nd: 75c to \$1.50 (European plan). \$12.00 week, double, (American plan.)

STURLA'S HOTEL, Main and Gayoso Sts.: 50c, 75c., and \$1.00 per day, according to location.

Rooming houses will run from 50c. to \$1.00 a piece per day.

Rooms with board will run from \$5.00 to \$10.00 per week.

Have a great many inquiries from people who want to rent rooms and will have no trouble in disposing of delegates.

THE AMERICAN BUREAU OF INDUSTRIAL RESEARCH, under the direction of Professors Richard T. Ely and John R. Commons of the University of Wisconsin, desires to secure the following numbers to complete their file of the RAILWAY CONDUCTOR:

Vol. I, March, April, May.

Vol. III, Nov.

Vol. IV, March.

The Bureau is at work upon a careful history of Industrial Democracy in America, and the Wisconsin Historical Library and the University of Wisconsin are co-operating in the effort to secure all records bearing upon the various phases of the movement.

The Historical Library has provided accommodations in its large, modern and absolutely fire-proof building where all material is carefully catalogued and stored, in this way being made safe and accessible to students and investigators for all time.

Anyone having in his possession, or knowing of the above publications, is requested to communicate with the American Bureau of Industrial Research, Madison, Wisconsin.

The Bureau also begs to remind the readers of this magazine of the constant danger of loss by fire of valuable records and publications when kept in the ordinary dwelling house. This is being impressed constantly upon us in the daily progress of the work.

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

We acknowledge invitation to be present at the Fifteenth Annual Ball of Pine Tree Division No. 66, February, 14, 1907.

Glad to learn that Brother Geo. J. Hosler of Division No. 6 has been appointed General Yardmaster for the Pere Marquette Railroad at Plymouth, Mich.

Glad to note the appointment of Brother T. H. Stoddard as Trainmaster in charge of Denver terminals and Lyon Branch of the C. B. & Q. Railway. Headquarters at Denver.

We are glad to note that Brother F. N. Tinsman of Division 257 has been appointed Trainmaster at Haileyville, I. T., in charge of the Indian Territory division of the Rock Island Railway. Accept our congratulations, Brother T.

J. A. Shoemaker has been appointed Superintendent of Spencer-Salisbury Terminals, of the Southern Railway. Brother S. is an old-time conductor and general yard and trainmaster, and we hope soon to record a further promotion.

The Sunset Magazine shows a list of hotels in and around San Francisco, and assures all who may want to know that there is plenty of accommodations.

San Francisco has 5167 hotels and 1200 lodging houses.

Oakland has 856 hotels and 331 lodging houses.

Alameda has 84 hotels

Berkeley has 358 hotels.

Baggage Regulations Abroad.

At all railway stations in Europe baggage must be registered not later than twenty minutes prior to the departure of the train for which it is consigned. In Italy and Switzerland, as in Holland, there is a moderate charge for transporting registered baggage, according to the weight and the distance. In France 56 pounds are allowed free, on presentation of a railway ticket to the destination. Anywhere on the Continent one can send his baggage by rail to any other point, by paying the transportation charges, without buying a passenger ticket.—*The Travel Magazine*.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Brother J. P. Titsworth of 409 has lost his O. R. C. and K. P. receipts, and anyone finding them, will confer a favor by sending them to him at Rossville, Ill.

We gladly acknowledge invitation to attend second annual ball and reception of Southern Tier Division No. 10, O. R. C. and Sayre Lodge No. 337, B. of R. T. Easter Monday April 1st, 1907.

We are glad to note that Brother E. S. Lowther of Division 81, and Brother George McGregor of Division 206 have found it within their means to start a brokerage business in Guthrie, Oklahoma. They have started in at the beginning to grow up with the new State.

We have received from the Mac Millan Company, 66 5th Ave., New York, a little book by Goldwin Smith, called Labor and Capital. It is written in Mr. Smith's usual clear, lucid style, for which all his numerous writings are characterized. Students of the subject can find in the book much food for thought. The price is 50 cents, net.

We have received from the San Francisco Chamber of Commerce, a report of the special Committee of the Board of Trustees, on Insurance Settlements, incident of the San Francisco fire which immediately followed the earthquake of April 18, 1906. Facts and figures are given concerning the conditions of the city in an authoritative form, of use to commercial and financial institutions interested in San Francisco affairs. These figures should insure confidence in San Francisco's condition. Bank clearings, for instance, for 1905 amounted to \$1,497,213,370.29 and for 1906, the earthquake and fire year, \$1,576,746,760.47. Speaking of the insurance settlements the report says: "unquestionably, taken all in all, the companies have done remarkably well. An immense sum of money has been paid into the city, a far larger sum than companies have ever been called upon to pay at one time before. Anyone wishing to know the true condition of San Francisco would do well to ask the secretary, Mr. C. W. Burks, for a copy of the Report.

The *Washington Star* gives us a condensed, although quite comprehensive account of what has been accomplished by the Interstate Commerce Commission, in the way of recommendations looking to the adoption of the Block System by the Railroads, as follows:

Investigation of the block signal system of the United States by the Interstate Commerce Commission has been practically concluded for the present session of Congress, at any rate, and is about ready to be submitted. The work has been extensive, and as there were only three or four months in which to work, it was impossible to fully cover the field, but there has been collected a mass of information, together with a great deal of technical data and a compilation of the railroad accidents of the United States since 1903, showing the need of some protective system that will really protect.

In accordance with the recommendation of the commission in its last annual report, the application of the block signal system to all the railroads of the United States will be recommended and the time for its installation will be reduced to three or four years at the outside. The speed with which some such system can be adopted will depend largely on the facilities of the manufacturers for turning out the signal apparatus and the ability of the railroads to get competent operators. The difficulty in this line was shown by the recent investigation held in Washington, of the Terra Cotta wreck.

There is additional interest in the report, owing to the pending appropriation in Congress for \$50,000 wherewith to install and test some of the several automatic devices that have been recommended by various inventors. Up to date the Commission has never had any funds available for a test of new devices. But it has recommended this appropriation, and if the bill providing the funds is passed there will be a comprehensive test of several of the best of the safety appliance systems.

It is understood that the Commission will recommend the ultimate adoption of some supplementary signal system on the more crowded lines of the country in addition to the manual block system. It is thought that a law will be enacted on the line of the present safety appliance law, which compels the use of automatic couplers and air brakes, simply specifying the results the apparatus must obtain without any official recommendation as to the brand of appliance.

There is already determined opposition, both to the appropriation for investigating the safety appliance devices

and to any law compelling their use. The railroads have an association, as was brought out in the recent testimony before the Commission, whose nominal object is to protect the roads against patent infringement cases, but whose real object is to fight the payment of royalties and the adoption of devices putting any additional expense on the roads. A strong railroad lobby has been maintained at the Capitol as usual this session, and in addition to fighting the hours-of-service bill it has been busy opposing safety device legislation.

There is every prospect, however, that the appropriation for investigating the automatic signal systems will be put through and a supplementary report will have to be submitted after this work is finished. A technical appendix to the block signal report will deal with what has been done up to date in the automatic signal line, showing a number of automatic and interlocking devices that have already been adopted on some divisions, and indicating in a general way the progress of this work and the types of signals that should be looked into.

The New Immigration Law.

The new immigration measure will provide for very exhaustive investigation of many points. Meanwhile, great efforts are going to be made to distribute the newcomers more thoroughly throughout the country, and to test their fitness for success, particularly in Southern agriculture and industry. At present we are receiving immigrants at the rate of considerably more than a million a year, one-quarter of them coming from Italy, another quarter from the races of Austria-Hungary, another quarter from Russia, and the remaining quarter from Germany, Scandinavia, the British Islands, and scattered sources. The situation requires the most exhaustive study and analysis. If these new factors that make up the bulk of our immigration should be sifted or restricted in some radical fashion, public opinion will support Congress in legislation after the argument has been sustained by a showing of undeniable facts. At present the country is in great need of labor, and a good kind of immigration is welcome. But in the long run our industrial life itself, as well as our social and political institutions, must depend upon the character of American citizenship, and it would be a fearful mistake to bring here classes of people permanently undesirable in vast numbers merely to meet a temporary demand in the labor market.—From "The Progress of the World," in the *American Monthly Review of Reviews* for March.

The Chicago Industrial Exhibit.

Brook Casino, Wabash Avenue and Peck Court, March 11-17, 1907. Given by:

The Illinois Woman's Trade Union League

The Illinois Branch of the Consumers' League

The Chicago Tuberculosis Institute

The Chicago Woman's Club

The Chicago Geographic Society

The University of Chicago Settlement

The Northwestern University Settlement

Chicago Commons

Neighborhood House

Hull-House

The Municipal Museum of Chicago

An industrial exhibit showing good and bad conditions under which men and women work in this country, with special attention to the conditions under which they work in Chicago and Illinois, will be presented at Brooke Casino, March 11 to 17, inclusive, by a group of Chicago organizations interested in promoting the industrial welfare of the community. The local exhibition will be supplemented by material from the Exhibit of Industrial Conditions held in Philadelphia in December, 1906, and from the Exposition of Safety Devices and Industrial Hygiene given by the American Institute of Social Service in New York in January, 1907.

The exhibition will include exhibits illustrating the industrial geography of Chicago, sweated industries, women in industry, safety appliance and occupational diseases, remedial measures in factories and stores. The representations will be made by the use of photographs, charts, models, power machinery, stereopticon slides, moving pictures, full scale reproductions of home and shop conditions with the workers at work and industrial tableaux.

It is the purpose of the exhibition to show the need of legislation for the protection of the public from the dangers incident to the sweating system, to enforce the demand for an investigation by the National Government of the conditions under which women work in this country, and to call attention to the necessity of securing a protected machinery law in Illinois.

We have just received from the publishers, The Derry-Callard Company, 109 Liberty St. N. Y., a copy of "The Railroad Pocket-Book", by Fred H. Calvin. This is certainly a new kind of book on railroad matters—a sort of dictionary—cyclopedia of everything that can seemingly, possibly be of value to be known about all the different elements and things that enter into the business of railroading. Its pocket size,

and the engineer, fireman, conductor, brakeman or porter can have it handy to pick up useful information at odd times or they can make a study of it. We can hardly imagine a book more complete in its line, Price \$1.00.

The Chautauquan.

THE MAGAZINE OF SYSTEM IN READING.

A booklet of helps and hints for home study. Membership in a great brotherhood of those who aim at self culture and help to others.

All these advantages can be enjoyed at a cost of \$5.00 a year, because money making is not behind the Chautauqua plan. For full particulars, address: Chautauqua Institution, Chautauqua, New York.

The March Century is a Garden number, covering a wide and varied range of outdoor interests—Charleston gardens, Persian gardens, workingmen's gardens, flower arrangement in Japan, and a review by a Dutch expert of Luther Burbank's work in scientific horticulture.

The Luther Burbank review, from the pen of Hugo de Vries, Professor of Plant Anatomy and Physiology in the University of Amsterdam, is the article of most scientific value in the magazine. It brings to American readers a new, suggestive and authoritative presentation of Mr. Burbank's claims and achievements. All the charm of Charleston's gardens—probably the loveliest gardens in this country—is in Miss Frances Duncan's article, and there are delightful illustrations by Anna Whelan Betts, including two full pages in color.

Fun With Figures.

SOME CURIOUS AND INTERESTING FACTS ABOUT THE FIGURE NINE.

Write down in a row all the numerals except eight, thus:

1 2 3 4 5 6 7 9

Now chose any one of these numerals and multiply it by nine. Suppose we choose two, which multiplied by nine will, of course, give us eighteen.

Then multiply your row of figures by this:

12345679

18

98765432

12345679

22222222

The answer, you see, is all twos. If you had chosen three the answer then would have been all threes—and so on. —March St. Nicholas.

The following Division Cards have been lost or stolen; if presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV. NO.
110	J. M. McMillan	1
14517	J. H. Fleming	48
1083	C. B. Shufflebarger	53
16566	C. B. Shufflebarger	53
1292	W. H. Kennary	69
5000	J. E. Edward	69
10903	T. W. Apperson	98
13678	C. W. Neiswonger	100
1528	T. V. Hanbury	115
13898	C. McDonald	148
14533	J. L. Kilroy	175
10420	Bass Meeks	207
15516	W. W. Leslie	210
6459	W. F. Thornburg	298
16406	G. M. Clemens	305
3175	Jesse Thomas	311
15738	J. P. King	323
8809	W. T. Harris	380
9876	J. H. Gordon	414
2774	W. H. Fox	424
2928	H. G. Drake	436
4050	O. A. Upson	470
4028	W. E. Radcliff	470

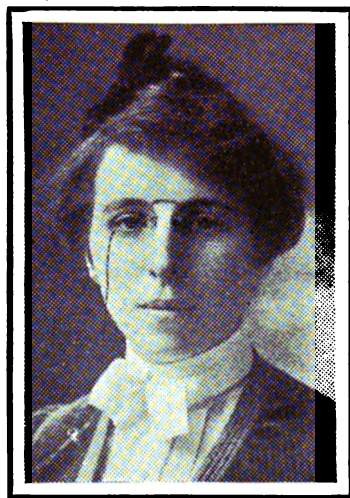
Brother M. R. Miller wishes to learn the whereabouts of his son, M. R. Miller, Jr. Send information to Y. W. C. A., Danville, Ill.

Anyone knowing the whereabouts of my brother, T. N. Cheek, will confer a great favor by addressing me at Longview, Texas, box 581. He was last heard of at Sparks and Reno, Nev.—O. E. Cheek.

Effective January 1st, 1907, Mr. V. H. Hagelbarger is appointed trainmaster, with headquarters at Fairbury, Neb., with jurisdiction of the line west of Fairbury, Neb., and also over the Nelson line. Brother H. is a member of Division 343, of Fairbury, Neb.

The \$3,000 Prize Short-Story Competition inaugurated by The Circle magazine, 44 E. 23rd St., New York, will probably draw forth a high quality of fiction because of the liberality of the prizes. The first prize is \$1,000; second and third, \$500 each; fourth, \$300; fifth, \$200; sixth, seventh, eighth, ninth, and tenth prizes, \$100 each. The competition closes May 31, 1907.

We have received abstracts of five lectures recently given by W. H. Mallock, of England, on Socialism, at the University of Columbia, in co-operation with the Public Lecture Bureau of The National Civic Federation. We expect to reproduce most if not all these lectures from time to time, as space will permit and we feel sure they will be enjoyed by all regardless of their views on Socialism.



GEORGINE MILMINE

Whose life of Mrs. Eddy is one of the most important, certainly the most interesting contribution to McClure's in 1907, it will be the first life of Mrs. Mary Baker Glover Eddy, head of the Christian Science Church. She is the richest woman in the United States, who got her money by her own efforts; the most powerful American woman by all odds, easily the most famous; yet no one has ever before written the true story of her life. She is eighty-five years old, has been three times married; at fifty-five she was unknown and a dependent, and yet she has worked up a fortune which no one has been able quite to estimate.

Never was a series of articles in any magazine more carefully prepared than this. Georgine Milmine, the author, has worked on it steadily for more than two years, gathering data, and five of the members of the McClure staff have helped to confirm and fill out her results.

These articles will be continually more interesting, owing to the fact that suit has just been instituted by Mrs. Eddy's son and his daughter, with the object in view of having a commission appointed by the court to determine whether or not she is capable of managing her own business affairs.

Makes Examinations Easy

"Questions and Answers" By G. E. COLLINGWOOD, is a Catechism on the standard Code of Train Rules used by train masters in examinations. Contains correct answers backed up by rulings of the American Railway Association. You won't fear examinations after you get it. Fourth edition for 1906 just off the press. Postpaid \$1.00.

TRAIN DISPATCHERS' BULLETIN, Toledo, O.

OBITUARY

ARCHER—Brother B. B. Archer, Division 180, Atlanta, Ga.
 ARRENDALE—Brother J. R. Arrendale, Division 131, Little Rock, Ark.
 BANCROFT—Brother C. C. Bancroft, Division 157, Boston, Mass.
 BENDER—Brother J. H. Bender, Division 11, Newton, Kan.
 BOYLE—Brother H. W. Boyle, Division 131, Little Rock, Ark.
 BURCKELL—Brother C. L. Burckell, Division 53, Denison, Tex.
 BURRIS—Brother S. P. Burris, Division 186, Newark, Ohio.
 BYERS—Brother L. E. Byers, Division 411, Puebla, Mexico.
 CARSON—Brother F. Carson, Division 9, Elmira, N. Y.
 CONDIT—Brother J. R. Condit, Division 191, Glendive, Mont.
 CONGROVE—Brother F. H. Congrove, Division 166, Newark, Ohio.
 COOKE—Brother C. B. Cooke, Division 34, Boone, Ia.
 COPPOCK—Brother J. Coppock, Division 265, Chanute, Kan.
 DENNIS—Brother J. A. Dennis, Division 107, Cincinnati, Ohio.
 DOWLEN—Brother T. W. Dowlen, Division 46, Milwaukee, Wis.
 FLANAGAN—Brother W. G. Flanagan, Division 395, Salt Lake City, Utah.
 FRONTIS—Brother A. M. Frontis, Division 318, Ashville, N. Carolina.
 FURLONG—Brother James Furlong, Division 171, Mechanicsville, N. Y.
 HARTMAN—Brother T. Hartman, Division 96, Aurora, Ill.
 HIGGINS—Brother T. D. Higgins, Division 395, Salt Lake City, Utah.
 HOLDEN—Brother J. E. Holden, Division 186, Birmingham, Ala.
 JAMES—Brother N. James, Division 149, Jackson, Tenn.
 JOYCE—Brother Jno. Joyce, Division 14, Cleveland, Ohio.
 KALEY—Brother J. A. Kaley, Division 107, Cincinnati, Ohio.
 KEEFE—Brother N. J. Keefe, Division 3, St. Louis, Mo.
 LOWE—Brother M. Lowe, Division 231, Vicksburg, Miss.
 MARTIN—Brother H. F. Martin, Division 347, Dubuque, Iowa.
 MONDERE—Brother J. A. Mondere, Division 116, Tyler, Tex.
 MOXAM—Brother J. Moxam, Division 344, York, Ont.
 McDONALD—Brother D. R. McDonald, Division 243, Missoula, Mont.
 McELVAIN—Brother H. J. McElvain, Division 386, E. St. Louis, Ill.
 NIXON—Brother S. C. Nixon, Division 114, Pittsburg, Pa.
 OWENS—Brother F. C. Owens, Division 159, City of Mexico, Mexico.
 PALMER—Brother F. Palmer, Division 214, Moncton, N. B.
 PAINTER—Brother R. G. Painter, Division 31, Burlington, Ia.
 REEVES—Brother J. W. Reeves, Division 208, Charleston, S. C.
 ROCHE—Brother J. F. Roche, Division 40, St. Paul, Minn.
 ROBB—Brother W. Robb, Division 26, Toledo, Ohio.
 SHULEF—Brother J. H. Shulef, Division 326, New Castle, Pa.
 SLONAKER—Brother E. Slonaker, Division 106, Rock Island, Ill.
 STARK—Brother M. Stark, Division 1, Chicago, Ill.
 STARTZEL—Brother W. H. Startzel, Division 488, Williamsport, Pa.
 TILLMAN—Brother L. J. Tillman, Division 225, Hornell, N. Y.
 TOWNE—Brother M. L. Towne, Division 1, Chicago, Ill.
 VAN ARSDALE—Brother P. Van Arsdale, Division 307, Elizabeth, N. J.
 WILKERSON—Brother A. L. Wilkerson, Division 364, Oakland, Cal.
 WRIGHT—Brother G. C. Wright, Division 204, Philadelphia, Pa.

BURT—Daughter of Brother I. N. Burt, Division 9, Elmira, N. Y.
 CLAYTON—Wife of Brother J. M. Clayton, Division 151, Monett, Mo.
 CLARK—Wife of Brother J. A. Clark, Division 14, Cleveland, Ohio.
 COOPER—Daughter of Brother A. N. Whitaker, Division 265, Chanute, Kan.
 FINCH—Sister of Brother W. J. Thompson, Division 264, Raleigh, N. C.
 MCKINLEY—Father of Brother F. J. McKinley, Division 91, Portland, Ore.
 POTHOUR—Son of Brother J. H. Pothour, Division 265, Chanute, Kan.

THE RAILWAY CONDUCTOR

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

General Information Relative to Mutual Benefit Department.

Assessment No. 468 for death of F. Palmer, February 22, 1907, and Reserve Fund Assessment No. 9 March 1, 1907. See Article 27, Laws Governing Mutual Benefit Department.

BENEFITS PAID FROM JANUARY 1, TO JANUARY 31, 1907, INCLUSIVE.

Ben. No.	NAME	DIV.	CERT. NO.	SERIES	AMT.	FOR	CAUSE
4277	F. M. Powell	459	516	B	\$2000	Death	Accident
4278	P. L. Bathrick	356	7769	A	1000	Death	Apoplexy
4279	W. J. Weber	281	926	C	3000	Death	Tuberculosis
4280	A. K. Calhoun	26	4984	B	2000	Death	R. R. Accident
4281	N. P. Viers	314	1549	B	2000	Death	R. R. Accident
4282	C. S. Mayes	316	12198	B	2000	Death	R. R. Accident
4283	F. B. Fielding	323	352	C	3000	Death	Brain Fever
4284	J. A. Masemore	5	618	A	1000	Death	R. R. Accident
4285	J. L. O'Connor	134	1858	A	1000	Death	Heart Trouble
4286	J. E. Roney	421	11997	B	2000	Death	Accident
4287	Thos. Corbett	118	12848	B	2000	Death	Accident
4288	A. W. Nims	299	3730	A	1000	Death	Gunshot
4289	J. W. Daugherty	142	2776	A	1000	Death	R. R. Accident
4290	Wm. Carson	41	4972	A	1000	Dis.	Loss of Leg
4291	C. W. Penfield	167	9772	A	1000	Death	Nephritis
4292	J. R. Oliver	1	667	C	3000	Death	Accident
4293	Sam'l Vess	137	10444	B	2000	Death	Uraemia
4294	E. M. Wilkie	150	4273	A	1000	Death	Accident
4295	A. Albrecht	432	6773	A	1000	Death	Poisoning
4296	L. J. Tilman	225	7167	A	1000	Death	Addison's Disease
4297	R. A. Barnholt	270	12193	A	1000	Dis.	Loss of Hand
4298	J. M. Donley	111	461	B	2000	Death	Hemorrhage
4299	O. D. Fields		4721	C	3000	Death	Heart Trouble
4300	C. E. Moore	175	7894	A	1000	Death	Pulmon. Tuberculosis
4301	J. J. McNamara	67	11288	A	1000	Death	Heart Trouble
4302	Junius Moore	166	1307	B	2000	Death	Diabetes
4303	F. Schrader	48	2791	B	2000	Death	Pernicious Anaemia
4304	H. C. Griffin	57	3151	B	2000	Death	Bright's Disease
4305	J. B. Carson	257	4232	B	2000	Death	Pneumonia
4306	F. P. Secrist		69	C	3000	Death	Arterial Sclerosis
4307	Geo. H. Deerwister	120	1826	C	3000	Death	Diabetes
4308	J. C. Dawson	485	6594	C	3000	Death	Septicaemia
4309	Geo. Finicle	147	2854	C	3000	Death	Dilated Heart
4310	J. H. Mason	114	503	D	4000	Death	Uraemia
4311	A. A. Prosser	305	8503	A	1000	Death	Accident
4312	T. T. Coughlin	159	2767	C	3000	Death	Heart Failure
4313	H. M. Sherman	495	11331	A	1000	Death	Accident
4314	A. S. Jones	280	13519	B	2000	Dis.	Loss of Hand
4315	J. J. Connors	200	1236	B	2000	Death	Tuberculosis
4316	J. W. Witmyer	96	4604	B	2000	Death	Accident
4317	R. H. Harrison	386	12291	B	2000	Death	Gunshot wound
4318	E. A. Jordan	206	6415	B	2000	Death	Cancer of Stomach
4319	R. S. Nash	332	1062	C	3000	Death	Accident

NUMBER OF MEMBERS ASSESSED.

Series A, 12,197; Series B, 14,790; Series C, 7,304; Series D, 398; Series E, 56. Amount of Assessment No. 468, and Relief Fund No. 9, \$131,283.

FINANCIAL STATEMENT.

Received on Mortuary Assessment to January 31, 1907.....	\$9,122,218.15
Received on Reserve Fund Assessment to January 31, 1907.....	428,733.81
Received on Expense Assessment to January 31, 1907.....	123,155.80
Received on Applications, etc., to January 31, 1907.....	131,039.89
	\$9,805,147.65
Total Amount of Benefits paid to January 31, 1907.....	\$8,900,567.00
Total Amount of Expenses paid to January 31, 1907.....	244,870.73
To the Credit of Mortuary Fund, January 31, 1907.....	221,651.15
To the Credit of Reserve Fund, January 31, 1907.....	428,733.81
To the Credit of Expense Fund, January 31, 1907.....	9,324.96
	\$9,805,147.65

EXPENSES PAID DURING JANUARY.

Fees returned, \$28.00; Sundry expense, \$157.10; Postage, \$357.00; Stationery and Printing, \$58.95; Salary, \$767.50; Legal, \$100.00; Expense Ins. Com., \$7.40.

W. J. MAXWELL, Secretary.

Location and Number of Divisions by States and Provinces.

ALABAMA.	Savanna... 78	MASS.	Jersey City... 490	Columbia... 331	Richmond... 152
Birmingham 334	Salem... 409	Boston... 123	Peterson... 174	Connellsville 357	Roanoke... 210
Birmingham 186	Springfield 206	Boston... 157	Phillips'burg 37	Derry Stat'n 144	W'S'H'N'GT'N
Mobile... 310	INDIANA.	Boston... 413	Trenton... 294	Do Bois... 443	Ellensburg 260
Montgomery 98	Ashley... 376	Pitchburg... 146	Weehawken 312	Dunmore... 426	Everett... 456
Selma... 185	Elkhart... 19	Springfield 193	N. MEXICO.	Easton... 147	Hillyard... 498
Tusculum... 248	Evansville... 381	Worcester... 237	Albuquerque 389	Erie... 64	Seattle... 350
ARIZONA.	Frankfort... 254	MICHIGAN.	Las Vegas... 70	Galeta... 226	Spokane... 285
Douglas... 474	Rt. Wayne... 119	Battle Creek... 8	Raton... 372	Hallett... 129	Tacoma... 249
Prescott... 493	Garrett... 138	Detroit... 43	San Marcial 287	Harrisburg... 143	Tekoa... 481
Tucson... 313	Huntington 120	E. Saginaw... 192	NEW YORK.	Harrisburg... 449	V. VIRGINIA.
Winslow... 85	Indianapolis 103	Escanaba... 89	Albany... 56	Huntingdon 158	Bluefield... 324
ARKANSAS.	La Fayette... 302	Gladstone... 349	Binghamton 154	Jersey Shore 168	Fairmont... 472
Cotter... 475	Logansport 110	Gr. R'p'ds... 102	Buffalo... 2	Leighton... 401	Grafton... 190
Ft. Smith... 228	Mich'g'n C'y 213	Houghton... 463	Corning... 176	Mauch Ch'nk 153	Huntington 136
Jonesboro... 332	New Albany 303	Ionia... 385	E. Albany... 359	McKees R'ks 201	Hinton... 140
Little Rock... 131	Peru... 125	Jackson... 182	E. Syracuse... 43	Meadville... 32	Keyser... 497
Mena... 380	Princeton... 418	Marquette... 240	Elmira... 9	New Castle... 326	Martinsburg 223
Pine Bluff... 251	Richmond... 452	W. Bay City 308	Elmira... 374	Oil City... 163	Parkersburg 369
Texarkana... 59	Seymour... 301	MINN'SOTA.	Horn'ls'v'le 225	Philadelpia 162	Weston... 491
Van Buren... 269	Terre Haute 92	Austin... 215	L'g Isl'd C'ty 391	Philadelpia 204	Wheeling... 442
CALIFORNIA.	Tipton... 348	Duluth... 448	M'ch'n's'v'e 171	Pittsairn... 433	WISCONSIN.
Fresno... 412	Wabash... 387	Brookridge 448	Middletown 104	Pittsburg... 65	Abbotsford 211
Kern City... 404	Washington 339	Brookridge 448	New York... 54	Pittsburg... 114	Antigo... 462
Los Angeles 111	INDIAN TER.	Brookridge 448	Norwich... 341	Pittsburg... 281	Ashland... 253
Los Angeles 407	Chickasha... 257	Brookridge 448	Ogd'n's'v'g... 25	Pittsburg... 471	Baraboo... 68
Needles... 282	Haileyville... 394	Brookridge 448	Olean... 444	Pottsville... 416	Fond du Lac 269
Oakland... 364	Sapulpa... 415	Brookridge 448	Oneonta... 45	Reading... 229	Green Bay 373
Sacramento 195	IOWA.	Brookridge 448	Oswego... 167	Renovo... 333	La Crosse... 61
San B'r'n'd' 392	Belle Plaine 410	Brookridge 448	Port Jervis... 52	Sayre... 10	Madison... 82
San Fran'co 115	Boone... 34	Brookridge 448	Rochester... 8	Scranton... 12	Milwaukee... 46
San Luis... 440	Burlington 31	Brookridge 448	Salamanca... 465	St. Marys... 473	S. Kaukauna 274
COLORADO.	Cedar Rap'ds 58	Brookridge 448	Syracuse... 155	Sunbury... 187	Tomah... 348
Alamosa... 441	Clinton... 33	Brookridge 448	Tottenville... 384	Tamaqua... 23	W. Superior 288
Canon City... 375	Creston... 21	Brookridge 448	Utica... 150	Tyrene... 51	WYOMING.
Colo. Spr'gs 244	Des Moines... 38	Brookridge 448	Watertown 469	Wilkes-Barre 160	Cheyenne... 128
Durango... 63	Dubuque... 347	Brookridge 448	Whitehall... 461	Williamsport 488	Evanston... 408
Denver... 44	Eagle Grove 184	Brookridge 448	N. CAROLINA.	Youngwood 309	Rawlins... 142
Gr'n'd Junc. 325	Eldon... 437	Brookridge 448	Asheville... 315	R. ISLAND.	Sheridan... 439
Leadville... 252	Etherville... 353	Brookridge 448	Greensboro 431	Providence... 370	CANADA
Pueblo... 86	Ft. Dodge... 93	Brookridge 448	Hamlet... 451	S. CAROLINA.	Alberta
Salida... 132	Marion... 288	Brookridge 448	Raleigh... 264	Charleston... 208	Calgary... 463
Trinidad... 247	Mason City... 22	Brookridge 448	Spencer... 221	Columbia... 323	Medicine Hat 255
CONNECTICUT.	Oakalaosa... 4	Brookridge 448	Wilmington 271	Florence... 455	British Columbia.
Hartford... 50	Ottumwa... 216	Brookridge 448	N. DAKOTA.	Greenville... 319	Cranbrook... 407
New Haven 317	Ottumwa... 496	Brookridge 448	Endlerlin... 453	S. DAKOTA.	Vancouver... 287
New London 500	Perry... 84	Brookridge 448	Jamesstown 72	Aberdeen... 258	Nelson... 480
DELAWARE.	Sioux City... 232	Brookridge 448	G'n'd Forks... 178	Huron... 121	Revelstoke 487
Wilmington 224	Valley Junc. 361	Brookridge 448	Minot... 483	TENNESSEE.	Manitoba.
DIST. OF COL.	Waterloo... 67	Brookridge 448	OHIO.	Chattanooga 148	Brandon... 464
Washington 378	KANSAS.	Brookridge 448	Alliance... 177	Etowah... 485	Winnipeg... 47
FLORIDA.	Argentine... 368	Brookridge 448	Ashtabula... 73	Jackson... 149	New Brunswick.
Jacksonville 196	Ark'n's's C'y 245	Brookridge 448	Bellevue... 134	Knoxville... 139	Moncton... 214
Lakeland... 458	Atchison... 28	Brookridge 448	Bucyrus... 193	Memphis... 175	St. John... 219
Pensacola... 365	Chanute... 265	Brookridge 448	Cambridge... 273	Nashville... 135	Yukon.
GEORGIA.	Dodge City... 300	Brookridge 448	Chicago... 282	TEXAS.	Stellarton... 420
Atlanta... 180	Emporia... 330	Brookridge 448	Chillicothe... 181	Amallo... 421	Truro... 203
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Order of Railway Conductors---Directory.

GRAND OFFICERS.

A. B. GARRETTSON, Grand Chief Conductor,	Cedar Rapids, Iowa.
L. E. SHEPPARD, Assistant Grand Chief Conductor,	Cedar Rapids, Iowa.
W. J. MAXWELL, Grand Secretary and Treasurer,	Cedar Rapids, Iowa.
E. F. CURTIS, Grand Senior Conductor,	Smithville, Texas.
W. M. CLARK, Grand Junior Conductor, 1152 E. 59th St.	Chicago, Illinois.
S. N. BERRY, Deputy Grand Chief Conductor for Canada, 70 Melbourne ave.	Toronto, Ontario.
J. W. CROCKER, Grand Inside Sentinel, 985 Front st.,	Portland, Oregon.
O. L. ROLFE, Grand Outside Sentinel,	Monclova, Coah, Mexico

TRUSTEES.

J. E. ARCHER, Chairman, 1113 Clay Ave., Houston, Texas.	
W. WELCH, Midland Hotel, Kansas City, Mo.	
W. J. BURKE, Room 41, First National Bank Bldg., Pittsburgh, Pa.	

INSURANCE COMMITTEE.

WM. J. DUBBIN, Chairman, 3326 Cedar street, Milwaukee, Wis.	
W. H. INGRAM, St. Thomas, Ont.	W. H. BUDD, Chicago, Ohio.

G. Chief Conductor, S. Secretary. Names in *italic* type are Cipher Correspondents.
Postoffice address of Division officers is same as location of Division, unless otherwise noted.

1-CHICAGO, CHICAGO, ILL., 1st & 3rd Sun. 2 p. m., Masonic Temple, hall 512.	10-SOUTHERN TIER, SAYRE, PA., 1st & 3d Sun., 7:30 p. m., B. R. T. hall.	19-ELKHART, ELKHART, IND., 2d & 4th Sun., 2 p. m., McKean hall, 415 Main st.
C. A. Pinney, 7245 Jackson ave., phone Hyde Park 3601 . . . C.	P. L. Cole, 711 Desmond st., Athens, Pa. C.	A. C. Brown, 921 Marion St. . . C.
C. H. Warren, 3003 Calumet ave., Phone Douglas 2988 . S.	M. O'Brien, 374 Broad st., Waverly, N. Y. S.	H. Brown, 227 La Porte av., South Bend, Ind. S.
2-BUFFALO, BUFFALO, N. Y., 1st, 3d & 4th Sun., 2 p. m., Bick's hall, Clinton & Hickory.	11-NEWTON, NEWTON, KAN., 1st & 3d Sun., 2 p. m., K. P. hall.	20-GARFIELD, COLLINWOOD, O., 1st & 3d Sun., 2 p. m., K. P. hall
A. M. York, 375 William st. . C.	H. E. Wertenberg, 208 Allison C. Jno. McCabe, 616 E. 4th st. . . S.	S. O. Davis. C.
A. Keating, 458 S. Division St. S.		R. W. Pierce. S.
3-ST. LOUIS, ST. LOUIS, MO., 2d & 4th Sun., 1:30 p. m., Anchor hall, cor. Park & Jeff. ave.	12-LACKAWANNA, SCRANTON, PA., 2d & 4th Sun., 2:15 p. m., German I. O. O. F. hall,	21-CRESTON, CRESTON, IA., 2d & 4th Sun., 2 p. m., Potter Post hall, Montgomery st.
E. E. Williams, Kirkwood, Mo. C.	John J. Farrell, box 275. . . . C.	J. F. Lowery, 308 N. Y. av. . C.
J. J. Murphy, Webster Groves, Mo. S.	S. J. Finerty, 1610 Webster av. Dunmore, Pa. S.	J. T. Reynolds, box 112. . . . S.
Bell Phone, "Webster" 274 A.	P. F. McCann, 308 Wheeler ave.	
4-MARSHALL, OSKALOOSA, IA., 1st & 3d Sun., 2 p. m., Engineers hall, 119 W. High ave.	13-UNION, ST. THOMAS, ONT., 2d & 4th Sun., 2 p. m., Masonic hall, 665 Talbot st.,	22-MASON CITY, MASON CITY, IA., 1st & 3d Sun., 10:30 a. m., M. W. A. hall.
J. W. Peacock. C.	Nat. H. Ryan. C.	G. W. Warner, 714 E. Howard C.
H. McCarthy, 811 So. Det. . S.	Jno. MacKenzie. S.	R. P. Harmon, 134 Vermilia st. S.
5-COLLINS, BALTIMORE, MD., 1st & 3d Sun., 2 p. m., hall, Gay & Exeter sts.	14-CLEVELAND, CLEVELAND, O., 2d & 4th Sun., 2 p. m., Pythian Temple, Huron Road S. E.	23-SYLVANIA, TAMAQUA, PA., 1st & 3d Sun. 2 p. m. I.O.O.F. hall.
Theo. Shafer, 723 Canton st. . C.	E. A. Myers, 2307 Prof. st. S.W. C.	Wallace A. Ingram. C.
J. M. Kelly, 2015 E. Lombard S.	J. H. Archer, 2323 95th st. S.E. S.	Robt. J. Kantner, lock box 733 S.
F. F. Hoffmeier, 1731 Wilkins av.		
6-BATTLE CREEK, BATTLE CREEK, MICH., every Tues. 2:30 p. m., K. O.T.M. hall, 18 E. Main N. B. Retallick, 251 E. Main. C.	15-STRATFORD, STRATFORD, ONT., 2d & 4th Sun., 2:30 p. m., Societies hall, Downie st.	24-ST. ALBANS, ST. ALBANS, VT., 1st & 3d Sun., 2:30 p. m., Morton's hall, 130 Main st.
M. H. Chadwick, 91 S. Monroe S.	W. H. Dunbar. C.	D. T. Church, Ferris st. . . . C.
	R. T. Buchanan, box 488. . . S.	J. E. Wiley, 22 Bishop st. . . S.
7-HOUSTON, HOUSTON, TEX., every Mon., 2 p. m., K. P. hall, cor. Main st. & Prairie ave.	16-LONDON, LONDON, ONT., 1st & 3d Sun., 2:30 p. m., K. P. hall, Corling blk. Richmond C.	25-MAPLE CITY, OGDENSBURG, N. Y., 1st & 3d Sun., 1 p. m., Maccabee hall, Ford st.
T. D. McDonald, 2802 ave. H. Galveston, Texas. C.	B. W. Bennett, 72 Hamilton Road. C.	J. J. Williams, 29 Seymour st. C.
R. E. L. Jenkins, hotel Burnett S.	H. J. Heath, Hyde Park, Ont. . S.	Jas. Baldwin, 91 Knox st. . . S.
8-ROCHESTER, ROCHESTER, N. Y., 1st and 3d Sun. 3:00 p. m. Reynolds Arcade hall.	17-TORONTO, TORONTO, ONT., 1st & 3d Sun., 2:30 p. m., Occident Hall, Queen & Bathurst sts.	26-TOLEDO, TOLEDO, O., 2d & 4th Sun., 2:00 p. m., Pythian Castle, cor. Jeff. & Ontario.
G. E. Kerner, 47 Hubbell Pk. . C.	W. J. Gray, 95 Kennilworth av. C.	John W. Arnold, 1807 Wayne C.
J. O. Spelman, 83 Clifton st. . S.	C. Mitchell, 23 Rose ave. . . . S.	H. O. Wright, 355 Irving st. . S.
9-ELMIRA, ELMIRA, N. Y., 2d & 4th Sun., 3 p. m., I. O. O. F. Temple, West Water st.	18-MAGNOLIA, TEMPLE, TEX., every Mon., 2 p. m. I.O.O.F. hall.	27-ARNUM, HAMILTON, ONT., 1st & 3d Sun., 2:30 p. m., A. O. U. W. hall, 24 S. McNab
Thomas Lynch, 357 1/2 W. Clinton st. C.	R. E. Kilpatrick. C.	C. H. Illes, 321 S. Caroline st. C.
G. W. Grantier 460 South Ave. S.	H. W. Smith, 515 N. 1st st. . S.	A. Cameron, 297 York st. . . S.
		J. E. Oldfield, 150 S. Catherine st.
		28-CARVER, ATCHISON, KAN., 2d & 4th Sun., 2 p. m., Active hall, 6th and Com'l sts.
		J. J. Kelly, 1101 N. 5th av. . C.
		H. P. Ming, 428 S. 4th st. . . S.

29-RANDOLPH, OTTAWA, ONT., 2d & 4th Sun., 2 p. m., Elks hall, 211½ Wellington st.
A. E. Wright, 625 Somerset st. C. J. B. Morris, 305 Bronson av. S.

30-OZARK, SPRINGFIELD, MO., 1st & 3d Tues., 2 p. m., K. P. hall, 220 Commercial st.
W. H. Hunt, 1134 Summit av. C. L. F. Crutcher, 1418 Benton S.

31-STAR, BURLINGTON, IOWA, 1st & 3d Sun. 2:15 p. m., Elks' hall, J. P. Keefe, 1003 Summer. C. R. W. Robinson, 126 Marietta S.

32-KEYSTONE, MEADVILLE, PA., every Sun., 2 p. m., I. O. O. F. hall. M. Haugh 117 Mead ave. C. S. Purple, 1014 Water st. S.

33-CLINTON, CLINTON, IOWA, 1st & 3d Mon., 2 p. m., K. P. hall. Wm. Dornan, 805 Stockholm C. N. J. Oakes, 411 Eighth Ave. S. G. H. Steele, 742 Stockholm st.

34-BOONE, BOONE, IA., 2d Mon., 9:00 a. m., 4th Mon. 1:30 p. m., K. P. hall.
S. M. Wooster. C. Geo. Dodge, 1212 Benton st. S. W. B. Parkin.

35-NORTH PLATTE, NORTH PLATTE, NEB., 2d & 4th Mon., 2:00 p. m., K. P. hall.
A. C. Howard. C. F. W. Rencher, box 205. S.

36-ARKANSAS VALLEY, PUEBLO, COLO., 3d Sun., 2:30 p. m., K. P. hall, cor. Main & 2d st.
J. E. Collins, 2014 St. Clair st. C. W. P. Hastings, care Crews & Beggs Dry Goods Co. S.

37-DELAWARE, PHILLIPSBURG, N. J., 1st & 3d Sun., 2 p. m., Otygia hall, Hanover st.
David W. Sliker, 558 S. Main. C. Calvin Fishbaugh, 55 Bennett. S.

38-DES MOINES, DES MOINES, IA., 1st & 3d Sun., 10 a. m., I. O. O. F. hall, 815 Locust st. N. McGrath, 1040 22d st. C. J. Walker 418 4th st. S.

39-HANNIBAL, HANNIBAL, MO., 1st & 3d Sun., 2:30 p. m., K. P. hall No. 5, 6th & Bdw. J. L. Birdsall, 706 Church st. C. J. J. Smith, 116 s. 7th st. S.

40-ST. PAUL, ST. PAUL, MINN., 1st & 3d Sun., 3 p. m., K. of C. hall, bet. 6th & 7th sts.
W. J. McMillan, 340 Dale st. C. H. A. Baxter, 352 Moore Bldg. S.

41-MAJOR MORRIS, BLUE ISLAND, ILL., 2d & 4th Sun., 10 a. m., Masonic hall.
E. B. Morrill, 217 York st. C. E. W. Dee, 7509 Goldsmith av. Chicago, Ill. S.

42-TRENTON, TRENTON, MO., 1st & 3d Sun. 2 p. m., I. O. O. F. hall. O. P. Young, 710 Prospect st. C. H. Ginn, 401 Cedar st. S.

43-CENTRAL, E. SYRACUSE, N. Y., 1st & 3d Sun., 2:30 p. m., 2d & 4th Mon., 8 p. m., Worden hall. Wm. Wilcox. C. M. E. Sarr. S. P. S. Aylward.

44-DENVER, DENVER, COLO., every Sun., 2 p. m., I. O. O. F. hall, 1543 Champs st.
W. S. McFarland, 339 S. 13th. C. F. D. Elliott, Columbia Hotel. S.

45-CHAPMAN, ONEONTA, N. Y., 1st & 3d Sun., 2:30 p. m., K. C. hall, Main st.
F. W. Miller, 17 River st. C. W. Murray, 10 Fair st. S. R. V. Humphrey, 1 Hunt st.

46-MILWAUKEE MILWAUKEE, Wis., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 408 Grand ave. F. J. Vebber, 372 Hanover st. C. N. Watkins, 1st Nat'l Bank. S.

47-NORTH STAR, WINNIPEG, MAN., 2d & 4th Sun., 14:30, Friendship hall.
A. McMartin, 258 Sellkirk ave. C. D. G. McKay, 846 Main st. S.

48-DETROIT, DETROIT, MICH., 1st & 3d Sun., 2 p. m., Golden hall, C. A. Brodin, Lathrop Apartments, Fort st. C. W. H. McAllister, 191 Farmworth ave. S.

49-MOBERLY, MOBERLY, MO., 2d & 4th Sun. 2 p. m., Rothwell bldg. L. E. Jones. C. Wm. McAllister. S.

50-HARTFORD, HARTFORD, CONN., 4th Sun. 10 a. m., 793 Main st. C. S. Brigham, 10 Belden st. C. C. H. Curless, 78 Summer st., Bristol, Conn. S.

51-TYRONE, TYRONE, PA., 1st Sat., 7:30 p. m., G. A. R. hall. H. L. Chaney, Bald Eagle av. C. Jas. T. Owens. S. T. S. Minary, Lock Haven, Pa.

52-NEVERSINK, PORT JERVIS, N. Y., 2d & 4th Sun., 1 p. m., K. P. hall. A. T. Perry. C. T. E. Gray, 69 Ball st. S.

53-LONE STAR, DENISON, TEX., 2d & 4th Sun., 2 p. m., O. R. C. hall, Main st.
M. S. Barton, 507 W. Chestnut C. R. T. Arthur, 700 W. Owings. S.

54-NEW YORK CITY, NEW YORK, N. Y., 1st & 3d Sun., 1:30 p. m., 155 E. 58th st.
Wm. A. Horn, 553 E. 161st. C. C. F. Heideman, 609 Van Buren st., Brooklyn, N. Y. S.

55-KAW VALLEY, KANSAS CITY, MO., every Mon., 2 p. m., Arlington hall, 10th & Walnut st. H. M. Marshall, 1215 Forest. C. Geo. W. Rose, 305 Ord st. S.

56-Z. C. PRIEST, ALBANY, N. Y., 1st Sun. 7:30 p. m., 3d Sun., 2:30 p. m., 50 State st.
M. D. Ikenhoffer, 207 Green. C. C. M. C. Kelley, 55 Garden st., Kingston, N. Y. S.

57-EVERGREEN, FORT WORTH, TEX., Mon. Jan. 14, Feb. 4-25, Mch. 18, Apr. 8-29, May 20, June 10, July 1-22; Wed. Jan. 23, Mch. 27, May 29, June 19.
A. O. U. W. hall, cor. Main & 4th. J. A. Starling, 5th & Main, Dallas News office. C. M. S. Bogert, 222 Broadway. S.

58-VALLEY CITY, CEDAR RAPIDS, IA., 1st & 3d Sun., 2:30 p. m., over 213 & 215 1st ave.
W. D. Francis, 1610 2d Ave. C. G. Root, 116 2d ave. S.

59-ALAMO, TEXARKANA, ARK., 1st & 3d Tues., 8 p. m., Shuptrine hall 222½ E. Broad st.
C. H. Moss, 220 W. 13th st., Texarkana, Tex. C. C. R. Johnson, box 85. S.

60-QUEEN CITY, SEDALIA, MO., 1st & 3d Sun., 2 p. m., K. P. hall, 114 E. 5th st.
C. E. Whitney, 916 S. Vermont C. J. W. Mallory, 318 Ohio st. S. O. E. Parsons, Probate Court.

61-LA CROSSE, LA CROSSE, WIS., 1st & 3d Sun., 2:30 p. m., K. P. hall, 715 Rose st.
W. A. Cutting, 317 W. av. N. C. E. A. Sloane, postoffice. S.

62-TRIUMPH, NEWPORT, VT., 3d Sun., 9 a. m., Lane's Block. John McEwen. C. C. L. Hayes, box 58. S.

63-SAN JUAN, DURANGO, COLO., 4th Sun., 8 p. m., K. P. hall. J. S. Pheney, 542 4th ave. C. B. Gogarty, 1115 4th ave. S. I. J. Lyons, 833 4th ave.

64-ERIE, ERIE, PA., 1st & 3d Sun. 2:30 p. m., 1220 State st. M. W. Ruhlig, 660 E. 19th. C. Jos. Helderline, 809 E. 18th st. S. T. Fismawrice, 229 E. 9th st.

65-CAMPBELL'S LEDGE, PITTS-
TON, PA., 1st & 3d Sun., 2:30 p. m., Booth hall, S. Main st. F. C. Brown, 470 N. Main st. C. D. W. Howell, 39 Montgomery st., W. Pittston, Pa. S.

66-PINE TREE, PORTLAND, ME., 3d Sun., 2 p. m., Rossmi hall. E. J. Jeffrey, Gorham, Me. C. W. Sprague, 810 Congress st. S.

67-WATERLOO, WATERLOO, IA., 1st & 3d Sun., 9:30 a. m., hall. Haffa building, 1009 4th st. G. D. Kelly, 312 E. 2nd st. C. H. G. Searles, 421 Argyle st. S. Pat Joyce, 610 Logan ave.

68-BARABOO, BARABOO, WIS., 1st & 3d Sun. 2 p. m., B. L. E. hall. H. G. Gropp, 818 Oak st. C. J. Tillotson, 100 1st st. S.

69-EL PASO, EL PASO, TEX., ev'ry Sat. 2:00 p. m., O. R. C. hall. W. B. Green, box 646. C. G. H. Aiken, box 455. S.

70-MONTZUMA, EAST LAS VEGAS, N. M., every Wed., 7:30 p. m., Fraternal Brotherhood hall. A. P. Gatchell, 720 5th st. C. J. M. Lesney, 924 4th st. S.

71-CHATTANOOGEE, COLUMBUS, GA., 1st & 3d Mon., 7:30 p. m., N. E. Cor. Brd. & 11th st. R. F. Jones, 413 12th st. C. G. W. Chipley, 1140 5th ave. S.

72-FARGO, JAMESTOWN, N. D., 1st & last Sun. 2:30 p. m., Scandia hall. Robt. Tuffs, Moorehead, Minn., box 335. C. D. F. Hayes, 221 6th av. So. S.

73-ASHTABULA, ASHTABULA, O., 1st & 3d Sun., 2:30 p. m., O. R. C. hall, Tyler Block.
V. P. Harvey, 56 Pisk st. C. L. M. Brockett, 9 Middle st. S.

74-HENWOOD, DECATUR, ILL., 1st Sun. 9:30 a. m. & 3d Sun. 2:30 p. m., K. P. hall.
D. E. Bump, 420 E. Marietta. C. J. B. Oldridge, 1247 E. Eldorado st. S.

75-MT. ROYAL, MONTREAL, QUE., 2d & last Mon., 1:30 p. m., Unity hall.
P. Conners, 1552 St. Denis st. C. T. Anderson, 50 Charron st. S.

76-SAN ANTONIO, SAN ANTONIO, TEX., ev'ry Sat. 3 p. m., K. P. hall. Jno. Bollens, 505 Goliad st. C. W. A. Shafer, box 313. S.

77-PALESTINE, PALESTINE, TEX., every Sat., 2:30 p. m., K. P. hall, Main st.
G. L. Russ. C. J. P. Frank, 617 Tenn. ave. S.

78-ROBINSON, SAVANNA, ILL., 2d & 4th Sun., 2:30 p. m., Engineers hall.
S. J. Harry. C. Carl Schoen. S.

79-PEORIA, PEORIA, ILL., 2d & 4th Sun., 10 a. m., Observatory Building, Oak hall 4th floor.
W. W. Carroll, 115 Frye ave. . . C.
J. R. Nelson, 317 Morgan st. . . S.

80-WEST FARNHAM, MONTREAL, P. Q., 3d Sun., 2 p. m., 392 Lagachetere st.
J. H. Sheldon, Newport, Vt. . . C.
E. Barnes, Newport, Vt. . . S.

81-FRIENDSHIP, BEARDSTOWN, ILL., 2d Mon. & 4th Tues., 7:30 p. m., G. A. R. hall, Main st.
C. C. Parker C.
F. L. Gibbs, box 621. S.

82-DURBIN, MADISON, Wis., 2d Sun., 3 p. m., Brown blk.
D. M. Fitzgerald, Park Hotel. . C.
J. M. Usher, 209 S. Broom st. . S.

83-GALESBURG, GALESBURG, ILL., 1st Sat., 7:30 p. m., 3d & 5th Sun., 2:30 p. m., K. P. hall, 61 S. Cherry st.
Chas. Stofft, 495 Monmouth Bl. C.
C. E. Smith, 1054 E. Brooks st. C.
O. N. Marshall, 193 N. Kellogg.

84-PERRY, PERRY, IA., every Sat. 2:30 p. m. A.O.U.W. hall
P. S. Craig C.
H. P. Ward S.

85-ATZEC, WINSLOW, ARIZ., every Mon. 2 p. m., Wood's hall.
W. R. King C.
W. A. Ensign, box EE. . . . S.

86-DELTA, ESCANABA, MICH., 1st & 3d Sun., 2:00 p. m., I. O. F. hall, 113 N. Charlotte st.
A. Hinsze, 322 N. Oak. . . . C.
E. H. Gibbs, 617 Jennie st. . . S.

87-BLOOMINGTON, BLOOMINGTON, ILL., every alternate Sun. 2 p. m., Jacoby hall, N. Main st.
T. B. Foster, 1303 N. Lee . . . C.
A. A. Reich, 204 W. Graham. . S.

88-ENNIS, ENNIS, TEX., every Tues., 8 p. m., K. P. hall.
O. L. Backaloue C.
Cecil Faris S.

89-MONON, LOUISVILLE, KY., every Sun., 9:30 a. m., Falls City hall, 1226 W. Market st.
W. H. Wilson, 1725 22d st. . C.
S. M. Lawrence, 1715 W. Ky. . . S.

90-WASECA, WASECA, MINN., 1st and 3d Sun., 2 p. m., A. O. U. W. hall, Main st.
E. W. Clark, Winona, Minn., Schlitz hotel. C.
E. A. Hutchinson, box 117. . . S.

91-MT. HOOD, PORTLAND, ORE., 2d & 4th Sun., 2 p. m., K. P. hall, 11th & Alder sts.
E. B. Coman, 186 N. 18th st. C.
E. A. Clem, 500 Hawthorne av. S.

92-TERRA HAUTE, TERRA HAUTE, IND., 1st & 3d Sun., 10 a. m., Swope blk., 7th & Ohio sts.
C. H. Wilbert, 104 E. Logan st. Brazil, Ind. C.
C. H. Boyd, 1540 2d ave. . . S.

93-FT. DODGE, FT. DODGE, IA., 4th Sun., 10 a. m., Redmen's hall
J. E. Langlois, 702 3rd ave N. C.
G. W. McDonald, 510 4th ave. South. S.

94-GEO. C. CORNWALL, WINNEMUCCA, NEV., 1st & 3d Tues., 2 p. m., Silver State hall.
L. Street C.
H. M. Leonard, box 25. . . . S.

95-HARVEY, MCCOOK, NEB., 2d & 4th Sun., 3 p. m., Bruy's hall.
J. Hegenberger C.
M. O. McClure S.
H. A. Beale

96-BELKNAP, AURORA, ILL., 1st & 3d Sun. 3 p. m. 8-10 S. B'dway.
C. A. Walter, box 30, Downers Grove, Ill. C.
J. H. James, 519 Pearl st. . . S.
Thos. Flynn, 279 Grant st.

97-ROODHOUSE, ROODHOUSE, ILL., 2d & 4th Sat., 1:30 p. m., Odd Fellows hall.
S. M. Drake C.
E. S. Nichols, box 348. . . . S.

98-MONTGOMERY, MONTGOMERY, ALA., alternate Mon., com. Jan. 7, '07, 9:30 a. m., K. P. hall.
A. F. Brock, 623 Mildred st. . C.
J. C. Elliott, 325 Catoma st. . S.

99-MONTEVIDEO, MONTEVIDEO, MINN., 2d & 4th Sun., 2:30 p. m., A. O. U. W. hall.
Geo. Eastman C.
J. B. Mullen. S.

100-HOLLINGSWORTH, COLUMBUS, OHIO, 1st & 3d Sun., 2 p. m., K. P. hall, Main & 3d.
G. W. Hunt, 326 Cleveland ave. C.
Wm. Hite, 1237 Summit st. . S.

101-MATTOON, MATTOON, ILL., 1st & 3d Sun., 1:30 p. m., I. O. F. hall.
F. B. Helmer, 1417 Wabash. . C.
F. S. Thomas, box 274. . . . S.

102-OUTLEY, GRAND RAPIDS, MICH., 2d & 4th Sun., 10 a. m., K. P. hall, Majestic Theatre bldg.
W. W. Drew, 1022 5th ave. . C.
Geo. Lane, 221 12th av. . . . S.

103-INDIANAPOLIS, INDIANAPOLIS, IND., 1st & 3d Sun., 2 p. m., O. R. C. hall.
J. H. Burnell, 203 Tacoma av. C.
H. E. Joslin, 6 Walcott st. . . S.

104-MILLARD, MIDDLETOWN, N. Y., 1st Sun., 2 p. m., Times bldg., cor. King & Center sts.
A. E. Jones, 218 3d st., Union Hill, N. J. C.
Wm. Faulkner, 18 Benton av. S.

105-R. E. HARRIS, MERIDIAN, MISS., every Sun., 3 p. m., Rosenbaum bldg, 4th st. & 23d av.
A. J. Teter, 59 Rosenbaum Blg C.
Frank Hull, 925 35th ave. . . S.

106-ROCK ISLAND, ROCK ISLAND, ILL., every Mon., 9:30 a. m., Engineers hall.
I. Rife, Silvis, Ill. C.
M. F. Archer, 2212 6th ave., Moline, Ill. S.

107-CINCINNATI, CINCINNATI, O., 2d & 4th Sun., 9:30 a. m., Richeieu hall, 9th and Plum.
O. A. Haley, Ludlow, Ky. . . C.
L. B. Grannen, bx. 265 Glendale, O. S.

108-CRESCENT CITY, NEW ORLEANS, LA., 1st & 3d Mon., 11 a. m., I. O. F. hall, Campst
T. J. Jewett, 611 St. Charles. . C.
M. A. Smith, 1119 Dante st. . S.

109-CRAWFORD, GALION, OHIO, every Mon., 7:30 p. m., O. R. C. hall, Main st.
W. S. Brumbaugh, E. Main st. C.
H. E. Zimmerman, 341 S. Union S.

110-LOGAN, LOGANSPOUT, IND., 2d & 4th Sun., 2 p. m., Ben Hur hall, 4th & Broadway.
Wm. E. Paul, 1019 Linden av. C.
F. C. Murphy, 1630 High st. . S.

111-LOS ANGELES, LOS ANGELES, CAL., 1st & 3d Sat., 8 p. m., I. O. F. hall, 220 1/2 S. Main
W. J. McClurkin, 513 Solano. C.
M. J. Horton, 127 W. 33d st. . S.

112-CENTRALIA, CENTRALIA, ILL., 2d & 4th Mon., 7:30 p. m., I. O. F. hall.
F. H. Cogswell, 226 N. Poplar. C.
J. L. Davis, 334 S. Poplar st. . S.

113-BOWIE CITY, CHICAGO, ILL., 2d & 4th Mon., 1:00 p. m., 5th floor Northwest hotel, Wells & Kinzie sts.
J. P. Sughrus, Nunda, Ill. . . C.
G. F. Sprague, 2319 Hermitage ave. S.

114-R. B. HAWKINS, PITTSBURG, PA., 1st Sun., 10 a. m., 3d Sun., 1 p. m., 1119 Penn ave.
S. R. Tarnier, 7031 Bennett st. C.
G. E. Vance, 1309 11th st., Altoona, Pa. S.

115-EL CAPITAN, SAN FRANCISCO, CAL., 2d & 4th Sat., 8 p. m., Mission Masonic hall, 2868 Mission st.
J. G. Saxton, Sausalito, Cal. . C.
Thos. Billingslea, 2612 Lombard st. S.

116-TYLER, TYLER, TEX., 2d & 4th Sun., 1 p. m., Maccabees' hall, E. side square.
W. R. Summerville, 318 E. Ferguson st. C.
F. A. Curtis, 500 W. Baw st. S.

117-MINNEAPOLIS, MINNEAPOLIS, MINN., 2d & 4th Sun., 2:30 p. m., K. P. hall, Masonic Temple, cor. 6th st. & Hennepin av.
C. R. Langan, 2741 Fremont ave. S. C.
Geo. M. Miles, 2106 3d av. So. S.

118-I. I. KANKAKEE, ILL., 2d & 4th Sun., 9:30 a. m., K. P. Castle hall, East ave.
Wm. H. Harris, 65 Cleveland. C.
Geo. B. Seis, 106 Station st. . S.

119-WAYNE, FT. WAYNE, IND., every Sun., 2:15 p. m., O. R. C. hall, 916 Calhoun st.
C. T. Matott, 1305 Horace st. . C.
T. P. McArdle, 234 E. DeWald S.

120-ATLANTIC, HUNTINGTON, IND., every Sun., 2:30 p. m., O. R. C. cor. Market & Jeff. sts.
T. F. Gogerty, 82 E. Market. . C.
J. C. Hullinger, 98 Warren st. S.

121-HURON, HURON, S. D., 2d & 4th Sun., 10:30 a. m., Elks hall.
M. H. Markey, 419 Beach st. . C.
John J. Green, 265 Iowa st. . S.
E. E. Given, 377 Montana st.

122-BOSTON, BOSTON, MASS., 3d Sun., 2 p. m., John Winthrop hall, 446 Tremont st. Rm. 276
J. P. O'Donnell, 3 Burroughs Pl. C.
C. D. Baker, 23 Benedict st., Somerville, Mass. S.

123-MACON, MACON, GA., 1st & 3d Sun., 2 p. m., 408 Poplar st.
H. Dickinson, 408 Poplar st. . C.
A. W. Staley, 408 Poplar st. . S.

124-WAHATCH, OGDEN, UTAH, 2d & 4th Fri., 2:30 p. m., K. P. hall, cor. 24th st. Wash. ave.
Geo. Allen, 3369 Wash. ave. . C.
D. L. Boyle, 2618 Lincoln ave. S.

125-FRIENDLY HAND, PERU, IND., every Sun., 10:30 a. m., Red Men's Hall, Post Office blk.
W. H. Laffin, 505 W. 3d st. . C.
E. E. Smith, 557 W. Main st. . S.

126-OMAHA, OMAHA, NEBR., 1st & 3d Sun., 2 p. m., Barights hall, 19th & Farnam.
G. T. Joslin, 302 N. 2d st., Council Bluffs, Ia. C.
A. Hysrem, 2211 Grant st., Phone Douglas 6249. S.

127-JAY GOULD, DANVILLE, ILL., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, Vermillion st.
Wm. S. Drover, 211 W. Wilham st.C
Wm. Stevenson, 11 Park st.S

128-CHYENNE, CHYENNE, WYO., 1st & 3d Sun., 3 p. m., K. P. hall, 312 1/2 W. 17th.
J. N. Marks, 2019 Eddy st.C
F. W. Munn, 1717 Ferguson st.
W. A. Mills, 2115 House st.

129-HALLSTAD, HALLSTAD, PA. 2d & 4th Sun., 2 p. m., Van Ness Block.
Ed StackC
L. G. WilmodS

130-STADACONA, QUEBEC, P. O., 2d Friday & 4th Sun. 2 p. m., Artisans hall, Levis, Que.
I. Bouthillette, Levis P. O.C
L. Gingras, Etchemin Bridge, Etchemin, P. Q.S

131-LITTLE ROCK, LITTLE ROCK, ARK., every Mon., 2:30 p. m., O. R. C. hall, 1000 W. Markham
Jas. G. Kirk, 900 W. Markham st.C
J. S. Barkman, lock box 346.S

132-SALIDA, SALIDA, COLO., 2d & 4th Sun., 2 p. m., K. P. hall.
M. J. GuerinC
A. L. PaulS

133-BOWLING GREEN, BOWLING GREEN, KY., 1st & 3d Mon. & 2d & 4th Tues., 7 p. m., Main & Adams sts.
A. C. Wyatt, 138 Woodford st.
E. Davis, Clay st.C

134-BELLEVUE, BELLEVUE, O., 1st, 2d and 3d Mon., & 4th Sun. 2 p. m., K. P. hall.
Thomas ConnorsC
L. C. Brown, box 177S

135-ROCK CITY, NASHVILLE, TENN., 1st & 3d Sun., 1:30 p. m., Ash & 3d ave. S.
R. T. Allen, 914 S. High st.C
F. Phelps, 1028 3d ave. S.S

136-ASHTON, HUNTINGTON, W. VA., 1st & 3d Sun., 2 p. m., hall cor. 9th st. & 4th ave.
J. W. Davis, 926 6th ave.C
D. J. Moore, 923 7th ave.S

137-OSAWATOMIE, OSAWATOMIE, KAN., 1st & 3d Sat., 2:30 p. m., A. O. U. W. hall.
T. W. CollinsC
T. A. LingS

138-BRITTON GARRETT, IND. ev'y Sun., 2 p. m., Redmen's hall.
W. C. GineryC
J. F. HeffnerS

139-STANTON, KNOXVILLE, TENN., every Mon., 9:30 a. m., French & Robert bldg.
T. J. Thomas, 148 Hinton st.C
J. W. Beathard, 302 N. Gay st.S

140-NEW RIVER, HINTON, W. VA., 2d & 4th Sun., 2 p. m., Manhattan hall
S. B. HamerC
J. F. SmithS
F. L. Cox

141-ST. JOSEPH, ST. JOSEPH, MO., 2d & 4th Sun., 2 p. m., I. O. O. F. 7th & Charles sts.
W. J. Korner, 315 Market st.C
G. M. Riggins, 1801 Savannah.S

142-LARAMIE, RAWLINS, WYO., 1st & 3d Wed., 2 p. m., K. P. hall.
Geo. B. Lear, box 76.C
R. L. Cusack, box 3081S

143-DAUPHIN, HARRISBURG, PA., 1st & 3d Sun., 1:30 p. m., Shutsenbaugh's hall.
T. J. Haley, 1253 Swatara st.C
Geo. I. Wood, 1624 No. 3d st.S
Alex H. Eastright, 531 Feffer st.

144-DERRY, DERRY STATION, PA. 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall, Chestnut st.
P. E. CrumC
W. J. Dodson, box 373S

145-NICKEL PLATE, CONNEAUT, O., 2d & 4th Sun., 2 p. m., G. A. R. hall, Main st.
W. E. Peters, 453 State st.C
Chas. Shearston, 508 State st.S

146-E. A. SMITH, FITCHBURG, MASS., 1st Sun., 1:30 p. m., 3d Sun., 7:30 p. m., K. of H. hall.
A. E. Blanchard, 26 Burnhap. C.
C. L. Stone, 126 North st.S

147-EASTON, EASTON, PA., 2d & 4th Sun., 2 p. m., G. A. R. hall.
Philip Warner, 138 St. Joseph. C.
E. Sunderland, 35 N. Warren.S

148-LOOKOUT, CHATTANOOGA, TENN., 1st & 3d Sun., 2 p. m., Stong's hall, 224 Montgomery av.
Taylor Williams, 406 Saint Charles st.C
R. B. Stegall, C. N. O. & T. P. yard office.S

149-JACKSON, JACKSON, TENN., every Sat. 7:30 p. m. Elks' hall.
H. P. McNeil, 134 Grand ave.C
G. B. Harris, 202 Poplar st.S

150-KINCAID, UTICA, N. Y., 2d & 4th Sun., 1 p. m., Arcanum Temple, Devereux st.
E. A. Anable, 715 Mary st.C
F. N. Gates, 42 Hicks st.S

151-TWO RIVERS, MONETT, MO., every Mon., 2:30 p. m., Masonic hall.
W. H. Shipley, box 105.C
S. C. Horn, box 163S

152-RICHMOND, RICHMOND, VA., 1st & 3d Sun., 2 p. m., Fraternal hall, 215 W. Broad st.
H. C. King, 1017 W. Clay st.C
W. L. Harris, 2718 E. Grace st.S

153-MAUCH CHUNK, MAUCH CHUNK, PA., 2d & 4th Sun., 2 p. m., I. O. O. F. Temple.
F. W. Gower, 417 Centre st.C
E. Mumbower, 412 Centre st.S

154-BINGHAMTON, BINGHAMTON, N. Y., 3d Sun., 3 p. m., 299 Chenango st. I. O. O. F. hall
T. L. Vanaman, 9 Sturgis st.C
W. E. Carpenter, 274 Chenango S.

155-SYRACUSE, SYRACUSE, N. Y., 1st & 3d Sun., 2:30 p. m., Elks' hall, 115 S. Salina st.
C. H. Stephens, 100 Massena st.C
J. W. Bates, 145 Clinton av. Albany, N. Y.S

156-PENNSYLVANIA, CARBONDALE, PA., 2d & 4th Sun., 3:00 p. m., I. O. O. F. hall.
W. F. Peel, 108 Wyoming st.C
O. H. Loftus, 50 7th ave.S

157-NEW ENGLAND, BOSTON, MASS., 4th Sun., 10:45 a. m., Elks' hall, 24 Hayward pl.
H. L. Austin, 88 Stoughton ave. Readville, Mass.C
C. W. Merrill, 29 Evergreen st. Roxbury, Mass.S

158-BROAD TOP, HUNTINGDON, PA., 1st Sat., 7:45 p. m., 3d Sun. 2:30 p. m., I. O. O. F. hall.
O. M. ReedC
L. A. Morningstar, 611 Washington st.S

159-CITY OF MEXICO, CITY OF MEXICO, MEXICO, every Sun., 2 p. m., Masonic hall, Puerta Falsa de San Andres No. 9 1/2
J. H. Brohaska, Apartado 1406. C
W. A. White, Apartado 1406. S

160-WYOMING VALLEY, WILKESBARE, PA., 2d & 4th Sun., 2 p. m., I. O. O. F. hall.
W. W. Marsden, 86 Lincoln st. C
J. H. Keithline, 287 E. South st. S

161-PARSONS, PARSONS, KAN., every Sun., 2:30 p. m., O. R. C. hall, 1904 1/2 Broadway.
B. L. Taft, 1510 Forest ave.C
C. B. Fessenden.S

162-WEST PHILADELPHIA, PHILADELPHIA, PA., 2d Thur. 8 p. m., 4th Sun., 2 p. m., 1414 Arch st.
John J. Breen, 3227 Locust st. C
B. W. Rulon, 903 N. 42nd st. S

163-OIL CITY, OIL CITY, PA., 2d & 4th Sun., 2 p. m., Savings Bank Building.
Isaac Heiman, 805 E 2d st.C
J. W. Baughman, 804 E. 3d st. S

164-EAGLE GROVE, EAGLE GROVE, IA., 2d & 4th Sun., 2:30 p. m., Masonic Temple.
Geo. H. Trainer, box 570.C
W. R. Hammond, box 835.S

165-FT. SCOTT, FT. SCOTT, KAN., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, 10 Scott ave.
R. Williams, 123 N. Barber.C
L. M. Allen, 510 Hill st.S

166-LICKING, NEWARK, O., 1st & 3d Sun., 2 p. m., 17 1/2 S. Park Place.
F. M. Harris, 69 E. Church st. C
J. S. Woodward, 162 Elmwood. S

167-FRONTIER CITY, OSWEGO, N. Y., 2d & 4th Sun., 2:30 p. m., Maccabees hall.
W. A. Strong, 165 W. 8th st.C
G. A. Shely, 187 W. 8th st.S

168-JERSEY SHORE, JERSEY SHORE, PA., 1st & 3d Sun., 2 p. m., Miller blk. Allighney st.
J. A. Peterson, Vilas, Pa.C
O. L. Herman, lock box 14, Vilas, Pa.S

169-NEPTUNE, JERSEY CITY, N. J., 2d Sun. & 4th Mon. 2 p. m., Elks' hall, Henderson & York T. Delteure, 69 Mercer st.C
N. McKune, 200 George st., New Brunswick, N. J.S

170-CAMDEN, CAMDEN, N. J., 1st & 3d Sun., 1:30 p. m., Morgan's hall, 4th & Market st.
J. T. Mason, 60 W. Chestnut ave. Merchantville, N. J.C
Harry Hewitt, lock box 235. S

171-THOS. DICKSON, MECHANICSVILLE, N. Y., 1st & 3d Sun., 1 p. m., I. O. O. F. hall 2d ave.
T. J. Holloran, 149 5th ave.C
T. J. McInerney, 124 3d ave. S

172-MOUNTAIN CITY, ALTOONA, PA., 2d Sun., 2 p. m., 4th Sun., 7:30 p. m., Rainey hall.
John W. Rutter, 712 6th st.C
Wm. Bowen, Conemaugh, Pa., box 97.S

173-LONG PINE, CHADRON, NEB., 1st & 3d Sun. 2 p. m., I. O. O. F. hall.
E. L. GodsallC
C. H. CristS
A. M. Wright.

174-BURKEA, PATERSON, N. J., 3d Sun, 9:30 a. m. Ash bldg. 180 Market st.
J. D. Henion, N. Paterson, N. J. C. W. O. Stiles, Ridgefield Park, N. J., Bergen Co. S.

175-MEMPHIS, MEMPHIS, TENN., every Sun., 2 p. m., I. O. O. F. building, N. Court & Main.
J. G. Jones, 302 McLemore av. C. L. T. LaBell, 779 N. Manassas S.

176-CORNING, CORNING, N. Y., 1st & 3d Sun., 2 p. m., Red Men's hall, over 19 E. Market R. E. Malady, 63 W. 1st st. . . C. A. H. Aggett, 230 Chemung st. . S.

177-ALLIANCE, ALLIANCE, O., 1st Sun., 1 p. m., K. O. T. M. hall F. W. Johnson, E. Market st. . C. M. R. Mathews, 41 Geiger av. . S.

178-GREAT NORTHERN, GRAND FORKS, N. D., 3d Sun., 8:30 p. m., I. O. O. F. hall.
J. M. Cooper, 12 Chestnut st. . C. W. A. Stewart. S.

179-TOPEKA, TOPEKA, KAN., 2d Sun., 2 p. m., A. O. U. W. hall, cor. 6th & Jackson sts.
Richard Wilson, 325 Klein st. . C. A. A. Horn, 221 Lake st. . . . S.

180-ATLANTA, ATLANTA, GA., every Sun. 2 p. m. 57½ E Hunter st. H. M. Patton, 269 Clark st. . C. E. A. Worwick, 31½ W. Alabama st. S.

181-CHILLICOTHE, CHILLICOTHE, O., 1st & 3d Sun., 2 p. m., O. R. C. hall Merkle bldg.
A. K. Cleveland, 164 Bridge. C. T. J. Hickery, 573 E. 4th st. . S.

182-WOLVERINE, JACKSON, MICH., Alt. Sun., 2:30 p. m., B. of L. E. hall, Webb Bldg.
S. Frounfelker, 819 S. Milwaukee st. C. G. B. Griswold, 224 S. Pleasant st. S.

183-KNOXLEY, CUMBERLAND, MD., 2d Tues. & 4th Sun., 1:30 p. m., White's hall.
C. E. Savage, Keyser, W. Va. C. L. W. McNemar, 175 Seymour S.

184-BLUE RIDGE, CLIFTON FORGE, VA., 1st Mon. 7:30 p. m. 3d Wed., 2 p. m., Masonic hall.
W. T. Morris. C. J. E. Driscoll, box 302 S.

185-LANIER, SELMA, ALA., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.
J. C. Austin. C. W. E. Stoddard, cor. Church & Dallas. S.

186-BIRMINGHAM, BIRMINGHAM, ALA., 2d & 4th Sun., 1:30 p. m., 2021 3d ave., 3d floor.
R. W. Conley, 2212 6th ave. . . C. W. G. Thomas, 1719 ave. "G". . S.

187-SUNBURY, SUNBURY, PA., 2d & 4th Sun., 2 p. m., Guyer's hall, Market & 3d st.
Wm. E. Hockenbroch. C. S. Grassy, 125 Awt st. S.

188-STANBERRY, STANBERRY, MO., 4th Sun., 2 p. m., K. P. hall, M. Ward. C. F. H. Hecox. S. J. C. Besinger.

189-FRONTIER, SARNIA, ONT., 1st & 3d Tues., 7:30 p. m., I. O. O. F. hall.
J. Vicary, Tunnel P. O. C. H. Bell, Tunnel P. O. S.

190-GRAFTON, GRAFTON, W. VA., 1st & 3d Sun., 2 p. m., K. P. hall M. M. Patton, 12 E. Wilford st. C. J. C. Duffy 120 W. Washington st. S.

191-YELLOWSTONE, GLENDIVE, MONT., 1st & 3d Wed., 2 p. m., Masonic hall.
A. E. Anderson, box 268. . . . C. S.

192-EAST SAGINAW, EAST SAGINAW, MICH., 2d & 4th Sun., 10 a. m., Myrtle hall, Potter st. L. Knickerbocker, 1102 Johnson st. C. B. Langtree, 616 N. Franklin S.

193-BUCYRUS, BUCYRUS, O., 1st & 3d Sun., 2 p. m., Opera house. W. H. Miller, 611 E. Warren st. C. D. W. Young, 519 Prospect st. S.

194-BROOKFIELD, BROOKFIELD MO., meets 1st & 3d Sun.; 2d & 4th Mon., 2 p. m., O. R. C. hall. M. Garvey. C. W. E. Madden, box 644. . . . S.

195-SIERRA NEVADA, SACRAMENTO, CAL., 1st & 3d Mon., 7:30 p. m., New Foresters' hall.
A. H. Wight, 922 M. st. C. G. C. LaForge, 1526 F. st. . . S. M. V. Murray, 1216 P. st.

196-ST. JOHNS, JACKSONVILLE, FLA., 1st & 3d Sun., 10 a. m., Herkimer bldg. Bay & Newman. W. H. York, 48 Carrera st., St. Augustine, Fla. C. T. A. Jones, box 574. S.

197-BRAINERD, STAPLES, MINN., 1st & 3d Sun., 2:30 p. m., Sovereign's hall.
P. Hoffoss. C. C. A. Collins, lock box 147. . S.

198-SPRINGFIELD, SPRINGFIELD, MASS., 1st & 3d Sun., 2 p. m., 535½ Main st.
G. A. Williams, 56 Bancroft. . C. E. A. Sawin, 55 7th st. . . . S.

199-RIDEAU, SMITH'S FALLS, ONT., 1st & 3d Sun., 1:30 p. m. S. of E. hall, Main st.
M. A. Munro, box 349. C. W. J. Boyd, box 237 S.

200-BRADFORD, BRADFORD, PA., 1st & 3d Sun., 3:30 p. m., Bradburn hall, 95 Main st.
John Duggan, 45 Williams st. C. F. M. Brown, 49 Amm st. . . S. G. C. Fagnon, 75 Kennedy st.

201-McKEE'S ROCKS, McKEE'S ROCKS, PA., 2d Sun., 12 m.; 4th Sun., 6 p. m., Central Time, Fraternal hall, Chartier ave.
J. F. Montgomery, 604 Esplen st., Pittsburgh, Pa. C. John Daley 916 1st st. . . . S.

202-AUGUSTA, AUGUSTA, GA., 1st & 3d Sun., 8:30 p. m., Red Men's hall, 8th s.
S. L. Hollingsworth, 504 9th st. W. B. Verdery, 430 Walker. . S.

203-HOWE, TRURO, N. S. 4th Sat. 7:30 p. m., McKay's Bldg.
W. J. Ellis. C. John R. Fisher, box 495. . . S.

204-QUAKER CITY, PHILADELPHIA, PA., 2d & 4th Sun., 2 p. m., Dental hall, Arch & 13th Eli Zimmerman, 2069 Belmonte C. Jas. R. Coulter, 812 W Lehigh S.

205-R. E. LEE, PORTSMOUTH, VA., 2d & 4th Sun., 2 p. m., Pythian hall.
W. P. McGehee, 112 Wood st. Norfolk, Va. C. W. J. Luke, Berkley, Va. . . S.

206-LINCOLN, SPRINGFIELD, ILL., 2d & 4th Sun., 2 p. m., Redmen's hall, cor. 5th & Monroe st. Geo. H. Knox, 15th & E. Jackson st. C. John W. Redman, 705 S. 9th. . S.

207-AMORY, AMORY, MISS., every Sun., 9 a. m., Masonic hall.
G. J. Frazier. C. T. F. Gaines. S.

208-PALMETTO, CHARLESTON, S. C., 1st & 3d Sun., 3 p. m., Irish Vol. Armory, Vantrist st. J. A. Anthony, 8 Ashmeade Pl. C. H. L. Pinckney, 83 Wentworth S.

209-POCATTELLO, POCATELLO, IDAHO, every Mon., 2 p. m., Masonic Temple.
P. C. Murphy, 556 Wyeth st. C. C. H. Hugbart, 710 E. Center. S.

210-STONEWALL JACKSON, ROANOKE, VA., 1st & 3d Mon., 8 p. m., K. P. hall, S. Jeff. st. M. J. Jennelle, 422 Campbell av. S. W. C. O. H. Gish, 1011 5th ave. N.W.S.

211-STEVENS POINT, ABBOTSFORD, WIS., 1st & 3d Sun., 10:30 a. m., Maccabee's hall. Geo. Tardiff. C. M. D. Vinkle. S. W. J. Walters.

212-SLATER, SLATER, MO., 2d & 4th Sun. 2 p. m., I.O.O.F. hall.
J. F. Blakeman. C. P. E. Clamp. S.

213-BARKER, MICHIGAN CITY, IND., 2d & 4th Sun., 2:00 p. m., I. O. O. F. hall.
Day Ludlum, 218 E. 8th st. C. Thos. J. Robinson, box 561. . S.

214-BARTLETT, MONTGOMERY, N. B., 3d Sun., 14:30 k Orange hall. Miles Wilson. C. W. Crockett, box 473 S.

215-AUSTIN AUSTIN, MINN., 1st & 3d Sun., 2:00 p. m., Germania hall.
J. D. McCormick, 601. Kenwood ave. C. Walter J. Gibson, 907 Hope st. S.

216-OTTUMWA, OTTUMWA, IA., every Sun., 2:30 p. m., O. R. C. hall, cor. Main & Market sts. F. E. Stickney, 201 N. Market. C. H. L. Lewis, 127 Richards st. S.

217-ANCHOR LINE, ALLEGHENY, PA., 2d & 4th Sun., 2:30 p. m., 105 Federal st., K. P. hall, J. H. Palmer, 728 Stanton av., Millvale Station. C. H. Fowl, 932 Washington ave. S.

218-SAVANNAH, SAVANNAH, GA., 2d & 4th Sun., 10 a. m., K. P. hall, Barnard & York sts.
J. L. Knowles, 219 39th st. W. C. Geo. P. Hamilton, 523 Broughton st. E. S.

219-NEW BRUNSWICK, ST. JOHN N. B., 2d Sun., 2 p. m., I. O. O. F. hall, Union st.
Jas. Daley, Queen st. C. J. C. Johnston, 248 Strait Shore. S.

220-FREMONT, FREMONT, NEB., 1st & 3d Sun., 2 p. m., Franklin hall.
A. McGregor. C. J. M. Cruckshank. S.

221-CHARLOTTE, SPENCER, N. C., every Sun. 2 p. m., Masonic hall, J. H. Richmond, box 109 . . C. W. S. Freeman. S.

222-ILLINOIS VALLEY, CHILLICOTHE, ILL. 1st & 2d Sun. 1:30 p. m. Daugherty & Frederick hall.
S. E. Breese. C. G. R. Allen. S.

228-MARTINSBURG, MARTINSBURG, W. VA., 1st & 3d Mon., 8 p. m., I. O. F. hall.
J. W. Rankin, 322 N. Maple...C.
J. A. Zepp, 421 W. Race st...S.

224-WILMINGTON, WILMINGTON, DEL., 1st & 3d Sun., 1:45 p. m., Eden hall, 10th st., near Orange R. E. Day, 206 W. 23d st...C.
J. T. Layfield, 1226 King st...S.

225-STUBBEN, HORNELL, N. Y., Alt. Thur. 2 p. m., B. L. E. hall, 137 Main st.
B. F. Collins, 2 East ave...C.
F. P. Hall, 17 Grand st...S.

226-GALETON, GALETON, PA., 1st Sun., 2 p. m., Baldwin's hall
C. H. Jacobs...C.
S. C. Stambaugh...S.

227-CLAUDE CHAMPION, LINCOLN, NEB., 1st & 3d Sun., 2:30 p. m., 141 S. 12th st.
M. E. Shepard, 2309 U. st...C.
O. S. Ward, R. 5 Brownall blk. S.

228-FRISCO, FT. SMITH, ARK., every Sun. 3 p. m., I. O. F. hall, Garave.
A. C. Aden, 50, 17th st...C.
J. H. Tyler, 400 So. 7th st...C.
D. F. Singleton, 1105 N. 14th.

229-NICOLLS, READING, PA., 2d Sun., 1 p. m., 4th Sun. 10 a. m., Breneiser's hall, 8th & Penn. sts.
John F. McGinn, 228 Greenwich st...C.
H. C. Hedley, 1041 Greenwich...S.

230-NEW FRANKLIN, NEW FRANKLIN, MO., 2d & 4th Sun., 2 p. m., K. P. hall.
I. E. Dey...C.
A. L. Mudd...S.

231-VICKSBURG, VICKSBURG, MISS., 2d & 4th Sun., 8 p. m., K. of C. hall, 403 S. Wash. st.
J. G. Raiford, 819 S. Wash. st. C.
A. L. Jaquith, 401 E. Grove st. C.

232-SIOUX CITY, SIOUX CITY, IA., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 5th & Douglas st.
Ben Bowen, 410 W. 3d st...C.
C. D. Hopkins, 903 Court st...S.

233-POINT PLEASANT, MIDDLEBURY, O., 2d & 4th Sun., 1:30 p. m., Woodmans hall, 3d & Mill S. P. Tinklepaugh...C.
C. E. Murray...S.
J. M. Caruthers.

234-BERKELEY, BRUNSWICK, MD., every Fri., 7:30 p. m., Swank & George hall.
L. M. Shores...C.
J. H. Grimm, box 45...S.
Edw. Sheridan.

235-FREEPORT, FREEPORT, ILL., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 127 Stephenson st.
C. H. Shafer, 138 Galena st. C.
A. S. Earnist, 10 Green st...S.

236-ST. CLOUD, MELROSE, MINN., 1st Mon. & 3d Sun., 7:30 p. m., K. P. hall.
R. E. Landis...C.
G. M. Goodman...S.

237-WORCESTER, WORCESTER, MASS., 4th Sun., 11 a. m., 405 Main st., Castle hall.
C. D. Balcom, 5 May st...C.
W. F. Hurlburt, 28 Wildwood av. S.

238-SHERIDAN, LAREDO, MO., 1st Mon., & 3d Tues., 7:30 p. m., Masonic hall.
H. C. Beeler...C.
A. F. Scott, 718 Bd. W. Chillicothe Mo...S.

239-LEXINGTON, LEXINGTON, KY., 2d & 4th Sun., 8:30 a. m., Woodmans hall, 222 E. Main.
A. H. Watkins, 233 Ky. av...C.
W. F. Butcher, 145 E. End av. S.

240-HIAWATHA, MARQUETTE, MICH., 2d & 4th Sun., 2 p. m., A. O. U. W. hall.
C. A. Sundberg...C.
Dan'l Vaughn...S.

241-DE SOTO, DE SOTO, MO., 1st & 3d Sun., 1 p. m., K. P. hall.
Wm. Lynch, box 465...C.
R. L. Goff, Main & Boyd...S.
L. M. Roubush, box 181

242-NIPISINGO, NORTH BAY, ONT., 2d & 4th Sun., 2:30 p. m., Brennans hall, Main st.
Thomas Jamison...C.
Wilfred Aubry...S.

243-MISSOULA, MISSOULA, MONT., 1st & 3d Sun. 2 p. m. Elks' hall,
C. A. Searles...C.
K. A. Rollins, 107 R. R. ave. S.

244-PIKE'S PEAK, COLORADO SPRINGS, COLO., every Fri., 7:30 p. m., Woodmen's hall.
E. C. Heap, 140 S. Tejon st...C.
Wm. Craig, 1820 Colorado ave. S.

245-WINFIELD, ARKANSAS CITY, KAN., 1st & 3d Sun. 2 p. m., F. A. A. hall, over State Bank.
A. C. Fay, 419 N. A. st...C.
F. J. Vogel, 805 S. B. st...S.

246-JOHN MCCONIFF, WYMORE, NEB., 1st, 3d & 5th Sun. 2:30 p. m., A. O. U. W. hall.
E. E. Wheeler...C.
J. D. Pennington, lock box 145 S.

247-FISHER'S PEAK, TRINIDAD, COLO., 1st & 3d Sun. 2:30 p. m., I. O. O. F. hall, E. Main st.
Maurice O'Connor, 500 E. Main. C.
Geo. C. Bateman, 201 E. Main...S.

248-TUSCUMBIA, TUSCUMBIA, ALA., 2d & 4th Sun., 2 p. m., K. P. hall, Main st.
John S. Murphy, Sheffield, Ala. C.
C. N. Looney, Sheffield, Ala...S.

249-MT. TACOMA, TACOMA, WASH., 2d & 4th Sun., 1:30 p. m., I. O. O. F. hall, 712 Pacific av.
J. W. Stamper, 1207 S. 16th st. C.
A. G. Bradbury, 903 1/2 Pac. av. S.

250-TWIN CITY, BRISTOL, VA., 2d & 4th Sun., 3 p. m., Masonic hall, Virginia st.
H. D. Millard, 602 Virginia st., C.
M. O. Wood, 618 Moore st...S.
W. W. Boas, 4th st.

251-COTTON BELT, PINE BLUFF, ARK., every Sun., 2:30 p. m., K. P. hall.
J. A. Holmes, 713 W. 3d av...C.
F. M. Culver, 1021 E. 7th ave...S.

252-HOLY CROSS, LEADVILLE, COLO., 1st & 3d Sun., 7:30 p. m., I. O. O. F. hall.
David Daly, box 683...C.
I. Van Dyne, box 683...S.

253-GOGEBIC, ASHLAND, WIS., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 3d st. W.
P. B. Dick, 1709 5th st. E...C.
J. B. Murphy, 308 3d Ave. E...S.

254-CLOVER LEAF, FRANKFORT IND., 2d & 4th Sun., 10 a. m., Maccabee hall.
Chas. F. Eckler, 603 N. Columbia st...C.
C. E. Stone, 350 E. Paris st...S.

255-MOUNTAIN, MEDICINE HAT, ALBERTA, 1st & 3d Wed., 14:30 k, Cochran's hall, S. Ry. st.
Sam'l. W. Sprague...C.
T. C. Blatchford...S.

256-SAN GABRIEL, SMITHVILLE, TEX., 2d & 4th Sun., 2:00 p. m., K. P. hall.
A. R. Taber...C.
G. M. Loughridge, box 106...S.

257-WASHITA VALLEY, CHICKASHA, I. T., 1st & 3d Sun., 2:30 p. m., Masonic Hall.
Chas. W. Moffatt...C.
Alex. McLean...S.

258-ABERDEEN, ABERDEEN, S.D., 2d Sun., 3:30 p. m., A. O. U. W. hall, 402 S. Main st.
C. A. Nelson, 314 Maple av. E. C.
W. R. Foster, 514 S. 1st...S.

259-FOND DU LAC, FOND DU LAC, WIS., 1st & 3d Sun., 2 p. m., 479 Main st.
Eugene Sweeney, 319 Forest av. C.
V. O. Zimmerman, 409 Wis. av. North Fond du Lac, Wis...S.

260-ELLENSBURG, ELLENSBURG, WASH., 3d Sun. 1 p. m. I. O. O. F. hall.
J. D. Matthews, box 233...C.
D. Matthews, box 233...S.

261-SAN LUIS, SAN LUIS POTOSI MEX., every Mon., 8 p. m., 4a Calle de Maltas No. 8.
E. F. Thompson, Box 171...C.
W. D. Ives, Box 171...S.

262-RED RIVER, CLEBURNE, TEX., every Mon. 7:30 p. m., K. P. hall
W. A. Parrish, 125 McClain st.
Gainesville, Tex...C.
B. E. Prickett, 821 N. Robinson st...S.
W. E. Nowlin, W. Wilson st.

263-CUMBERLAND, CUMBERLAND, MD., 2d Sun. 1 p. m., 4th Sat. 8 p. m., I. O. O. F. room, City hall.
J. B. Coulehan, 339 N. Centre. C.
C. A. Schmutz, 85 Highland st. C.

264-RALEIGH, RALEIGH, N. C., 2d & 4th Sun., 2 p. m., Odd Fellows' hall, Home building.
H. J. Stewart...C.
W. W. Newman, box 222...S.

265-CHANUTE, CHANUTE, KAN., 2d & 4th Sun., 2 p. m., Masonic Temple.
W. Hart, 18 N. Steuben st...C.
P. Farrell, 205 W. 3d st...S.

266-STAKED PLAINS, BIG SPRINGS, TEX., every Mon., 3 p. m., K. P. hall.
Otto Elliott...C.
T. F. Shepley...S.
W. A. Mahis, Box 120

267-PACIFIC, VANCOUVER, B. C., 3d Fri. 20 k. O'Brien hall.
Geo. W. Hatch, 761 Beatty st...C.
H. Buckley, 1122 Pender st...S.

268-MARION, MARION, IA., 2d & 4th Sun. 7:30 p. m., G. A. R. hall.
F. B. Cornelius...C.
B. Baskley...S.

269-BORDER CITY, VAN BUREN, ARK., every Sun. 2:30 p. m., Lynch hall, Main st.
W. L. Marshall, lock box 534...C.
J. F. Adkins...S.
Wm. Wells, lock box 513.

270-YOUNGSTOWN, YOUNGSTOWN, O., 2d & 4th Sun. 2 p. m., Carpenter's hall.
J. W. Holloway, 201 W. Market st., Warren, O...C.
H. E. Reed, 613 McKinley av. S.
Geo. Hopper, 524 Holmes st.

271-CAPE FEAR, WILMINGTON, N. C., 2d & 4th Sun., 2 p. m., K. P. hall.
 J. M. Walker.....C.
 T. J. Poe.....S.

272-MONTANA, HAVRE, MONT., 1st & 2d Sun., 2:30 p. m., Chestnut hall.
 J. Strain.....C.
 A. D. Smith.....S.

273-GUERNSEY, CAMBRIDGE, O., 1st & 3d Sun., 9 p. m., Pathfinder's hall.
 W. S. Davis, 514 S. 9th st....C.
 D. C. Ford, 944 Steubenville...S.

274-KAUKAUNA, SO. KAUKAUNA, Wis., 1st & 3d Sun., 2:00 p. m., C. O. F. hall.
 M. D. Munger, Shawano, Wis. C.
 F. M. Schmidt, box 320.....S.

275-AUDALUPE, YOAKUM, TEX., every Sun., 3 p. m., Orth bldg.
 J. O. Sloan.....C.
 C. T. Wade.....S.

276-PRAIRIE VIEW, GOODLAND, KAN., 1st & 3d Sun., 1:30 p. m., Masonic hall.
 J. W. Dodds.....C.
 L. E. Luther.....S.

277-PAN HANDLE, WELLINGTON, KAN., 2d & 4th Wed., 4 p. m., B. of L. F. hall.
 Geo. P. Hamblin.....C.
 R. F. Finney.....S.

278-DENNISON, DENNISON, O., 1st Tues., 1:00 p. m.; 3d Sun., 7 p. m., M. W. of A. hall.
 T. B. Flood, Box 712.....C.
 J. A. Gray, box 111.....S.
 C. B. Polen.....S.

279-MISSOURI, JEFFERSON CITY, Mo., 2d & 4th Sun., 2:30 p. m., I. O. O. F. hall.
 Chas. Ewen, 721 Broadway...C.
 B. R. Cromley, 304 Lafayette...S.

280-BESSEMER, ALBION, PA., 1st & 3d Mon., 1:30 p. m., I. O. O. F. hall, Main st.
 W. H. Burdick, Greenville, Pa. C.
 S. D. Naylor.....S.

281-GLENWOOD, PITTSBURG, PA., 1st Sun., 2:30 p. m.; 3d Sun., 7:30 p. m., Trust hall.
 Wm. Littlehale, 2176 2d ave...C.
 W. M. Shipley, 6917 Kelly st...S.

282-NEEDLES, NEEDLES, CAL., every Thur., 2 p. m., K. P. hall.
 F. W. Searle.....C.
 W. H. Safford, Box 28.....S.

283-MARCELINE, MARCELINE, MO., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.
 C. D. Williams.....C.
 S. R. Fuller.....S.

284-SUL ROSS, WACO, TEX., 2d & 4th Sat., 7:45 p. m., Macca-bee's hall, 6th & Austin sts.
 A. G. Hawkins.....C.
 W. S. Gillespie, 111 S. 4th st...S.

285-SPOKANE, SPOKANE, WASH., 1st & 3d Tues., 7:30 p. m., Frat. hall, Sprague & Wall sts.
 Jas. M. Shannon, 01623 Atlantic.C.
 Jess Huxtable, 214 E. Nora...S.

286-KAKABEKA, FT. WILLIAM, ONT., 2d & 4th Wed., 14 k.
 L. O. L. hall.
 L. L. Peltier.....C.
 J. A. Gillis, Box 156.....S.

287-OBARR, SAN MARCIAL, N. M., every Mon. 7 p. m., Masonic hall.
 G. M. Lewis.....C.
 J. M. Harrison.....S.

288-SUPERIOR, WEST SUPERIOR, Wis., 1st & 3d Sun., 2 p. m., Terminal hall.
 Wm. Bradley, 1508 Broadway.C.
 E. R. Smith, 1201 16th st., Superior, Wis.....S.

289-WELLSVILLE, WELLSVILLE, O., 1st & 3d Sun., 1:30 p. m., Brotherhood hall, 1315 Main st.
 E. R. Butler, 1804 Clark av...C.
 F. J. Packer, 403 14th st....S.

290-WINGO, PADUCAH, KY., every Sun., 2 p. m., Yeiser hall.
 W. D. Anderson, 917 S. 11 st., C.
 A. E. Tonks, 822 Jefferson St...S.

291-MORRIS, HOBOKEN, N. J., 2d & 4th Wed., 10 a. m., 127 Hudson st.
 W. S. Bagshaw, 5 Jefferson st.
 Newton, N. J.....C.
 W. S. Newman, 15 2d st. So.
 Orange, N. J.....S.

292-DEER LICK, CHICAGO, OHIO, 1st & 3d Sun., 2 p. m., E. R. T. hall, Myrtle av. & Mauple st.
 W. S. Thompson.....C.
 J. H. Barnsville, L. box 375...S.

293-CHAS. MURRAY, CHICAGO, ILL., 2d & 4th Mon., 1:30 p. m., Cent. Park Hall, cor. Lake & Francisco ave.
 Geo. S. Lane, 502 S. 7th ave., Maywood, Ill.....C.
 J. A. Lewis, 54 N. Washtenaw ave.....S.

294-NEW JERSEY, TRENTON, N. J., 1st & 3d Sun., 2 p. m., Concordia hall, W. State st.
 C. J. Schaefer, 48 Charles st...C.
 J. J. Coleman, 342 Brunswick...S.

295-LORAIN, LORAIN, O., 1st Mon., 9 a. m.; 3d Mon., 7 p. m., Red Men's hall, Penfield ave.
 J. Garrigan, 216 Forest st...C.
 J. J. Pollock, 1724 Penfield av.S.

296-C. W. CLEMENT, RUTLAND, Vt., 3d Sun., 6 p. m., G. A. R. hall, Merchants Row.
 J. A. White, 45 North St....C.
 W. E. Amblo, 87 Maple st....S.

297-SOMERSET, SOMERSET, KY., every Wed., 7:30 p. m., Johnston's hall, Main st.
 S. E. Lewis.....C.
 J. H. Bowman, Sta. "A".....S.

298-KANSAS, HERINGTON, KAN., 2d & 4th Sun., 2 p. m., Masonic hall.
 J. T. Beem.....C.
 W. B. Freeland, lock box 380...S.

299-LIMA, LIMA, OHIO, 2d & 4th Sun., 2 p. m., Mitchell hall, N. E. cor. Main & Public Square.
 G. G. Bashore, 624 S. Main st..C.
 O. D. Fisher, Holland Blk....S.

300-DODGE CITY, DODGE CITY, KAN., every Sat., 1:30 p. m., Masonic hall.
 H. L. Hubbard.....C.
 J. A. Corey.....S.

301-SEYMOUR, SEYMOUR, IND., 2d & 4th Sun., 2 p. m., New Masonic hall, W. 2d st.
 Ford Cox, 415 E. 2d st....C.
 Eugene Ireland, 301 W. Brown.S.
 Geo. T. Childers, 230 S. Vine.

302-LAFAYETTE, LAFAYETTE, IND., 1st & 3d Sun., 2:30 p. m., Redmen's hall, 4th and Ferry.
 C. E. Ellsberry, 1207 Hartford.C.
 C. Bloom, 1119 Union ave....S.

303-NEW ALBANY, NEW ALBANY, IND., 1st & 3d Sun., 2:00 p. m., K. & L. of H. hall.
 J. H. Cole, 1015 E. Market st., C.
 W. B. Russell, 912 E. Spring...C.
 T. C. Laughlin, 1315 E. Spring.

304-PEARL RIVER, CANTON, Miss., 1st & 3d Sun., 4 p. m., Masonic hall.
 O. A. Harrison.....C.
 W. V. Johnson, Water Valley, Miss.....S.

305-LA GRANDE, LA GRANDE, ORE., 1st & 4th Sun., 7:30p. m., K. P. hall.
 H. C. Grady.....C.
 A. V. Andrews.....S.

306-BAY, W. BAY CITY, MICH., 2d & 4th Sun., 11 a. m., I. O. O. F. hall.
 C. A. B. Martin, 405 S. Union.C.
 E. F. Richards, 205 Marquette, S.

307-JERSEY CENTRAL, ELIZABETH, N. J., 2d & 4th Sun., Jacobs' Assembly Room. Jeff. av. & E. Jersey st.
 G. B. Van Nortwick, 86 W. Cliff st., Somerville, N. J....C.
 Philip Backer, 89 W. Main st., Somerville, N. J.....S.

308-BLUFF CITY, MT. CARMEL, ILL., 1st & 3d Sun., 2:30 p. m., Schneek's hall, east Market st.
 Chas. Nuhn.....C.
 W. R. Struby, 314 W. 2d st...S.

309-W. H. WRIGHT, YOUNGWOOD, PA., 1st Sun. 9:30 a. m., & 3d Sun. 7 p. m., I. O. O. F. hall.
 C. E. Brindle.....C.
 J. S. Best.....S.

310-MOBILE, MOBILE, ALA., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, St. Michael and Royal sts.
 P. M. Hickey, 108 Dauphin st. C.
 J. P. Collins, 507 Government.S.

311-NEW YEAR, WAYCROSS, GA., 2d & 4th Sun., 2:30 p. m., Masonic hall.
 W. P. Vaughn, 77 Albany ave., C.
 J. S. Baugh, 77 Albany ave....S.

312-DEFENDER, WEEHAWKEN, N. J., 2d & 4th Sun., 1:30 p. m., Masonic Temple.
 E. E. Emmet, 16 1st st., Clifton Park.....C.
 J. Clark Sheldon, 7 First st Clifton Park.....S.

313-SAN XAVIER, TUCSON, ARIZ., every Sun., 1:30 p. m., A. O. U. W. hall, E. Congress.
 G. W. Yancy.....C.
 C. F. Davant, box 322.....S.

314-ALLEGHENEY CITY, ALLEGHENY, PA., 2d & 4th Sun., 2:00 p. m., I. O. O. F. hall.
 W. D. Motheral, 1106 Morrison.C.
 P. Rafferty, 1814 Market st...S.

315-NEGOMIS, CHAPLEAU, ONT., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.
 A. E. Wideman, Ft. William, Ont.....C.
 A. Swezey.....S.
 T. Kehoe.....S.

316-SHAWNEE, SHAWNEE, O. T., every Fri., 8 p. m., O. R. C. hall, Bdw. & Main sts.
 M. E. Stansbury, Box 602....C.
 D. A. Crafton, box 461.....S.

317-ELM CITY, NEW HAVEN, CONN., 1st & 3d Sun., 10:30 a. m., I. O. O. F. bldg., 95 Crown.
 J. Wall, 20 Cassius st.....C.
 F. J. Flanagan, 272 Portsea st.S.

318-ASHEVILLE, ASHEVILLE, N. C., 1st & 3d Sun., 11 a. m., O. R. C. hall, Depot st.
 J. H. Gudger, 10 Ora st.....C.
 C. L. Felmet, 44 Buxton st...S.

319-KROWER, GREENVILLE, S.C., every Sun., 3:00 p. m., Carpenter's hall.
 L. A. Sifford, 837 W. Wash'ton.C.
 C. E. Bull, 820 Hampton av...S.

320-MIAMI VALLEY, DAYTON, O., 1st & 3d Sun., 2 p. m., Hollen-camp's bldg.
M. J. Maloney, 118 Webster st.,
Middleton, Ohio.....C.
F. E. Nichols, 1507 Brown st. S.

321-EASTER, SPRINGFIELD, MO., 2d & 4th Mon. 2 p. m. K. P. hall
A. W. Emery, 1305 Robberson, C.
O. E. Risser, 869 E. Elm st. S.
C. H. Hasell, 615 W. Walnut.

322-MAPLE LEAF, LINDSAY, ONT., 1st & 3d Sun. 2:30 p. m. For-
esters hall, 27 Kent st. E.
Wm. H. Crozier.....C.
G. H. Adam, Bx. 360.....S.
John R. Way.

323-CONGAREE, COLUMBIA, S. C., every Sun., 2:30 p. m., Brown's
hall, 1730 1/2 Main st.
G. W. Barnes, 1724 Taylor st. S.
Jas. L. Davis, 1509 Main.....S

324-BLUEFIELD, BLUEFIELD
W. VA., every Sun., 2 p. m.
Masonic hall., Bland st.
J. S. Noel.....C.
E. D. Evans.....S.

325-GRAND JUNCTION, GRAND
JUNCTION, COLO., 1st & 3d
Thur., 2 p. m., Elks' hall.
C. V. Osgood.....C.
A. F. McCabe, 403 Ouray ave. S.

326-NEW CASTLE, NEW CASTLE,
PA., 2d Fri. & 4th Sat., 7 p. m.,
K. of P. hall, 7th Ward.
W. J. Spurrer, 209 Lafayette, C.
Chas. Reinhardt, 223 E. Madison S.

327-GOLDEN RULE, EFFINGHAM,
ILL., 1st Sun., 10 a. m.,
I. O. O. F. hall, Main st.
L. M. Hough.....C.
M. M. Shorb.....S.

328-LAKE PARK, HILLSBORO,
TEX., every Wed. 7:30 p. m.,
B. R. T. hall, 114 S. Waco st.
T. E. Watson, 111 Matthew st. C.
C. S. McKee, 209 Mathews st. S.

329-CHAMPION CITY, SPRING-
FIELD, O., 1st & 3d Sun.,
1:30 p. m., P. O. S. A. hall.
B. F. Williams, 10 N. 4th st.,
Ironton, O.....C.
Van Oren, 90 E. Pleasant st. S.

330-EMPORIA, EMPORIA, KAN., 1st
& 3d Sun., 2 p. m.,
M. W. A. hall, 601 Commercial.
G. A. Ackerman, 226 Neosho. C.
H. W. Hedgecock, 226 Neosho. S.

331-SUSQUEHANNA, COLUMBIA,
PA., 2d & 4th Sun., 1:30 p. m.,
Swartz Bldg., 3d & Locust.
Erwin Buller, Poplar st.C.
J. R. McManus, 465 Walnut.....S.
H. R. Hoefner, 20 S. 5th st.

332-JONESBORO, JONESBORO
ARK., every Sun. 2 p. m., Ma-
sonic hall, Main st.
J. A. Webb.....C.
S. P. Gray, 205 Fisher st.S.

333-RENOVO, RENOVO, PA., 2d
& 4th Sun., 1:03 p. m.,
I. O. O. F. hall, 6th st.
John Gilmarin.....C.
Wm. F. Deckard, Bx. 461.....S.
M. T. Cummings.

334-AVONDALE, BIRMINGHAM,
ALA., 1st & 3d Sun., 2 p. m.,
Magnolia hall.
C. E. Carper, 1212 ave. K.....C.
T. J. Allen, Jr., 5044 1st ave.,
Woodlawn, Ala.....S.

335-CONCORD, CONCORD, N. H.,
1st Fri., 7:30 p. m., 3d Sun.,
12:30 p. m., Capital hall.
J. Follonsbee, 91 Warren st.C.
A. E. Bean, 20 Rumford st.S.

336-DULUTH, DULUTH, MINN., 1st
& 3d Sun., 7:30 p. m.,
Elks hall.
J. H. O'Brien, 28 25th av. w. C.
F. C. Bahr, 419 26th av. W.....S.

337-BALTIMORE, BALTIMORE, MD.,
2d Sun., 1:45 p. m., 4th Sat., 7:45
p. m., 630 W. Baltimore st.
J. J. Flinn, Camden Station.....C.
J. E. Gary, Mt. Winans, Md. S.
Henry Long, Forest Park.

338-WICHITA, WICHITA, KAN., 2d
& 4th Sun., 7:30 p. m.,
Maccabees hall, 211 E. Douglas.
F. J. Rose, 613 Waco ave.C.
A. Anderson, lock box 844.....S.

339-WASHINGTON, WASHINGTON,
IND., 2d & 4th Sun., 9:30 a. m.,
Masonic hall.
W. W. Perkins.....C.
E. R. Thorpe.....S.

340-GLADSTONE, GLADSTONE,
MICH., 2d & 4th Sun., 2:30 p. m.
Fraternity hall, 6th & Delta.
D. Bailly.....C.
I. B. Byers.....S.

341-CANADAWARAN, NORWICH,
N. Y., 1st Sun., 7:30 p. m.; 3d
Sun. 10:30 a. m. Redmen's hall.
C. T. King, Pine Villa, N. Y.C.
Curtis W. Dorman, 47 Front. S.

342-OVERLAND, JUNCTION CITY,
KAN., 1st & 3d Sun., 3 p. m.,
Union hall, Washington st.
J. E. Cave, 708 E. 8th st.,
Kansas City, Mo.....C.
R. B. Cunningham, R. R. No. 3 S.

343-BLUE VALLEY, FAIRBURY,
NEB., 2d & 4th Sun., 2:30 p. m.,
K. & L. of S. hall.
B. J. Raney, 914 E. 7thC.
J. E. Hough, 908 F st.S.
J. L. Hutchison.

344-EAST TORONTO, YORK, ONT., 2d
& 4th Mon., 7:30 p. m.
I. O. O. F. hall.
J. Hozack, E. Toronto, Ont.C.
Edwin Seller, 126 Peter st.,
Toronto, Ont.S.
John White, E. Toronto, Ont.

345-WEST TORONTO, TORONTO
JUNCTION, ONT., 2d & 4th Sun.,
2:30 p. m., The Lanes Block,
cor. Pacific ave. & Dundas st.
J. J. Walker, 47 Macdonnell st.,
Toronto, Ont.C.
G. A. Woods, 287 Church st.,
Toronto, Ont.S.

346-YELLOW RIVER VALLEY,
TOMAR, WIS., 1st & 3d Sun.,
2 p. m. I. O. O. F. hall
Thos. Moran.....C.
W. S. Johnson, New Lisbon, Wis. S.
W. L. Baker.

347-JULIEN, DUBUQUE, IA., 2d
Sun. & 4th Mon., 2 p. m.,
Union hall, 1965 Couler ave.
B. F. Congdon, 574 Windsor...C.
J. H. Bassett, 1987 Washington S.

348-TIPTON, TIPTON, IND., 1st &
3d Sun., 10 a. m. Maccabees hall.
F. E. C. Hartman.....C.
A. E. O'Beirne.....S.

349-CREWE, CREWE, VA., 2d &
4th Sun., 10 a. m., Masonic hall.
J. W. Harding.....C.
G. W. Richardson, box 83.....S.

350-SEATTLE, SEATTLE, WASH.,
2d & 4th Sun., 1:30 p. m., Car-
penter's hall, 1620 4th ave.
H. C. Tieman, 206 Summit av. N. C.
J. H. Monaghan, box 1147.....S.

351-THREE STATES, PORTS-
MOUTH, O., 1st Tues., 3d Fri.,
7:30 p. m. 2d & 4th Sun. 2 p. m.
R. D. Phelps, 1221 Gd. View. C.
L. C. Payne, 440 E. 12th st.S.

352-KREWATIN, KENOSHA, ONT., 1st
and 3d Sun., 14 E.; R. O.
O. F. hall.
D. Campbell.....C.
A. D. McMurphy, actg.S.

353-MINNE- WAUKON, ESTHER-
VILLE, IA., 3d Sun., 10:00 a. m.,
K. P. hall.
J. B. Walters, 918 E. Howard. C.
W. A. O'Neil, 915 E. Maple st. S.

354-HAGERSTOWN, HAGERSTOWN,
MD., 1st & 3d Sun., 2 p. m.,
Hoese hall, S. Potomac St.
J. D. Booz, 203 Summit ave.C.
R. S. Clingan, 234 McDowell. S.

355-ALLANDALE, ALLANDALE,
ONT. 3d Sun. 2:30 p. m. B. R. T.
hall.
K. McLennan.....C.
F. Heard, box 16.....S.

356-BLACK EAGLE, GREAT FALLS,
MONT., 2d & 4th Sun., 7:30 p.
m., I. O. O. F. hall.
J. H. Hall, box 410.....C.
Oto Bjornstad, box 325.....S.

357-CONNELLSVILLE, CONNELLS-
VILLE, PA., 2d Sun., 7 p. m.;
4th Sun., 1 p. m. I. O. O. F. hall.
W. S. Shuman, 310 E. Francis, C.
D. T. Hirsleman, 410 E. Francis, S.

358-LADAS, TRAYER, MO., 1st &
3d Sun., 9:00 a. m., Boyd's hall
H. R. Viggers.....C.
G. W. Bowman.....S.

359-EXCELSIOR, EAST ALBANY,
N. Y., 1st Sun., 10:30 a. m.,
Vaughn's hall, 439 Broadway.
Rensselaer, Albany, N. Y.
John L. Parmerton, 439 Broad-
way, Rensselaer, Albany N. Y. C.
J. P. Kilmer, 1447 Broadway,
Rensselaer, Albany, N. Y.S.
J. J. Ryan, 68 Elm st., Rens-
selaer, Albany, N. Y.

360-MARTIN CLANCY, TWO HAR-
BORS, MINN., 2d & 4th Sun.,
2 p. m., K. P. hall.
H. G. Skinner.....C.
Wm. O'Rourke.....S.

361-VALLEY, VALLEY JUNCTION,
IOWA, 2d & 4th Sun., 10 a. m.,
Fraternat hall.
W. P. Dinsmore.....C.
J. A. Gibson.....S.

362-VERNON, NEVADA, MO., 2d &
4th Sun., 2:30 p. m., K. P. hall.
G. W. Hufbauer, 1230 E. Lo-
cust st.C.
G. C. Hedges 720 S. Cedar st. S.

363-SUGAR CITY, NORFOLK, NEB., 1st
& 3d Sun., 2:30 p. m., Ry.
Emp. hall, Norfolk Jct.
A. M. Leach, 401 S. 9th st.C.
B. P. Pippin, 1200 4th st.S.
S. L. Miller, 712 9th st.

364-GOLDEN GATE, OAKLAND,
CAL., every Sat., 7:45 p. m.,
Pythian Castle, 12th & Alice.
L. L. Stevens, 820 13th st.C.
T. A. Hughes, 2286 West st.S.

365-ALFRED BECK, PENSACOLA,
FLA., 2d & 4th Sun. 9:30 a. m.,
K. P. hall.
J. O. Jennings, 316 E. Gadsden. C.
W. Humphreys, 236 E. Gregory. S.

366-LEEDS, BROCKVILLE, ONT.,
1st Sun., 2:00 p. m., A. O. U.
W. hall, King st.
Adam Young, box 642.....C.
R. McConachie, box 533.....S.

367-McCOMBE CITY, McCOMBE CITY,
MISS., 1st & 3d Sun., 2 p. m.,
Masonic hall.
Mat Kennedy.....C.
E. L. McLaurine.....S.

368 - ARGENTINE, ARGENTINE, KAN., 1st & 3d Sun., 2 p. m., Fireman's hall, Strong ave. S. A. Littlejohn, 18 Manvil... C. Geo. McNeal, 28 S. 7th st... S.

369-PARKERSBURG, PARKERSBURG, W. VA., 1st & 3d Sun., 2 p. m., Eastern time, Fraternal hall, Market st. L. W. Woodruff, box 57, Belpre, Ohio... C. Geo. H. Bailey, 558 6th st... S.

370 - PROVIDENCE, PROVIDENCE, R. I., 2d & 4th Sun., 2:00 p. m., Atwell's hall, 402 Westmiter, G. C. Andrews, Godard st... C. Wm. A. Doran, 80 Douglas ave. S.

371 - LIVINGSTON, LIVINGSTON, MONT., 2d & 4th Sun., 2:30 p. m., Masonic hall. C. Frank Shelver 212 s. 6th st... S.

372-CORTEZ, RATON, N. M., every Sun., 2:30 p. m. I. O. O. F. hall. O. P. Coleman, 800 S. 1st st... C. M. A. Brennan, 444 Park ave... S.

373-FOX RIVER, GREEN BAY, WIS 2d & 4th Sun., 2 p. m., K. P. hall, c. r. Wash'ton & Main sts. F. W. Welby, 611 Clinton st. C. F. H. Seymour, 802 Cora st... S.

374-INDEPENDENT, ELMIRA, N.Y. 1st & 3d Sun., 2:30 p. m., Red Men's hall, 166 Lake st. B. L. Bennett, 410 Sullivan st... C. F. M. Collier, 1316 1/2 Lake st... S.

375-GOLD COIN, CANON CITY, COL. 2d & 4th Sun. 8 p. m. Elks' hall. P. J. Ives, 819 River st... C. A. H. Smith, 1115 Macon ave... S.

376-C. P. WILCOX, ASHLEY, IND. 1st Sun., 2:30 p. m., 4th Thurs. 7 p. m., K. P. hall. C. A. Carr... C. Wm. Annibal... S. F. J. Tompkins

377-JOLIET, JOLIET, ILL., 2d & 4th Sun., 3 p. m., Castle hall. F. W. Hensel, 1513 E. Cass st. C. E. B. French, 102 Winston ave. S.

378-CAPITOL, WASHINGTON, D.C., 2d & 4th Sat. 9 p. m., Home Life Ins. Bldg. 5th & G st. n. w. S. A. Beard, 132 1/2 1st st. s. e. c. W. P. Miller, B & P. depot... S. J. S. Menckham, B & P. depot.

379-CORBIN, CORBIN, KY., every Sun., 9:30 a. m., I. O. O. F. hall. W. C. Killinger... C. G. R. Sproles... S.

380-CADDO MENA, ARE., every Sun., 2:30 p. m., Tobin hall. E. E. Ross... C. Warren Hurbert, box 256... S.

381-HOWELL, EVANSVILLE, IND., 1st & 3d Sun., 2 p. m., Dickman's hall, 4th st. P. W. Maroney, 1700 E. Frnkln. C. L. B. Waks, box 84... S.

382-PITTSBURG, PITTSBURG, KAN., 1st & 3d Sun., 2:30 p. m., A. O. U. W. hall, E. 3d. O. A. Rogers, 812 N. Joplin st. C. W. B. Comer, 1304 N. Joplin st. S.

383-ALGIERA, LA FAYETTE, LA., every Fri. 7:30 p. m., K. P. hall. H. D. French, 813 Pacific ave., Algiers, La... C. J. J. Vanderlinden, 349 Belle-ville st., Algiers, La... S.

384-LIBERTY ISLE, TOTTEWENT, N.Y., 4th Sun. 2 p. m. K. P. hall James Gerow... C. W. J. Raross... S.

385-IONIA, IONIA, MICH., 2d & 4th Sun., 10:30 a. m., Macca-bee hall. A. W. Merriam, 316 E. Wash-ington... C. E. J. Fixley, 318 Bliss st... S.

386-E. ST. LOUIS, E. ST. LOUIS, ILL., 1st & 3d Sun., 1:30 p. m., Music hall. C. S. Blevins, 37 Highland Pl. C. J. A. Schneider, 473 N. 25th... S.

387-U. S. HUGHES, WABASH IND., every Sun., 2 p. m., Forrester hall, E. Market st. C. A. Thomas, 10 No. East st. C. R. Palmer, E. Market st... S. N. O'Brien, Hunnyton & Maple.

388-ALTON, ALTON, ILL., 2d Sun., 7:00 p. m., K. P. hall. J. C. McGuan, 1228 Belle st... C. R. M. Brown, 1217 Main st... S.

389-ALBUQUERQUE, ALBUQUERQUE, N. M., every Mon., 2 p. m., Odd Fellows' hall, S. 2d st. F. E. Tingley, 220 S. Edith st... C. F. A. Nohl, 217 N. Walter st... S.

390-SMOKEY VALLEY, HOISINGTON, KAN., 2d & 4th Sun., 9 a. m., O'Donnell's hall. F. N. Coleman, lock box 425. C. G. W. Friss, Council Grove, Kan., box 221... S.

391-LONG ISLAND, LONG ISLAND CITY, N. Y., 2d & 4th Tues., 12:30 p. m., Masonic hall. G. B. Olin, Amagansett, N. Y. C. W. W. Appgar, Jamaica, N. Y... S. F. C. Newton, Port Jefferson, N.Y.

392-ORANGE GROVE, SAN BERNARDINO, CAL., 2d & 4th Sat. 8 p. m., Native Sons' hall. F. M. VanWay, 676 3d st... C. E. A. Vaher, R. F. D. No. 1... S.

393-MOOSE JAW, MOOSE JAW, SASKATCHEWAN, 1st & 3rd Wed., 14:30 k., Smith's hall. W. McCauley, River st. E... C. Geo. Wilcox... S.

394-CHOCTAW, HAILEYVILLE, I. T., 1st & 3d Sun., 2:30 p. m., Masonic hall. G. W. Kernell... C. J. H. Combs, Wilburton, I. T. S.

395-SALT LAKE, SALT LAKE CITY UTAH, 2d & 4th Sun., 2 p. m., K. P. hall, 282 S. Main st. G. L. Korner, 50 So. 1st West... C. E. C. McCullow, 36 S. st... S.

396-LONGVIEW, LONGVIEW JCT., TEX., every Sun. 9:30 a. m., B. R. T. hall. D. E. Curtis... C. B. T. Stelson, box 411... S.

397-KENTON, COVINGTON, KY., 1st & 3d Sun., 9:30 a. m., K. P. hal, Pike st. and Madison ave. C. King, 101 W. 4th st... C. Wm. S. Mead, 2020 Garrard st. S.

398-DEL RIO, DEL RIO, TEX., 1st & 3rd Wed. 2 p. m., Block's hall. S. F. Cummings... C. S. B. Buchanan... S.

399-LAREDO, LAREDO, TEX., every Mon., 9:30 a. m., K. of P. hall. T. A. Bunn... C. W. H. Dunn, Hamilton hotel... S.

400-WELDON SPRINGS, CLINTON, ILL., 1st & 3rd Sun., 2:30 p. m., B. F. hall. J. A. Abrell, 412 n. Monroe... C. J. J. Millan... S.

401-VETERAN, LEIGHTON, PA., 2d & 4th Tues., 2 p. m., Reber's hall, So. 1st st. James N. Miller... C. W. E. Xander, lock box 294... S. H. S. Pennell

402-MASSILLON, MASSILLON, O., 1st Mon., 7 p. m.; 3rd Sun., 1 p. m., Jr. O. U. A. M. hall. C. A. Bates, 48 Edwin st... C. J. F. Stamets, 441 S. Erie st... S.

403-BANGOR, BANGOR, ME., 2d Sun., 2 p. m., 116 Main st. James Lowe, 4 Elm Terrace Wat-erville, Me... C. E. W. Cook, 48 High st, Water-ville, Me... S.

404-SAN JOAQUIN, KERN CITY, CAL., 2d & 4th Fri., 8 p. m., K. of P. hall. R. M. Warnock... C. C. P. Badger, 707 K st... S.

405-MISSABE, PROCTOR, MIN., 1st & 3d Sun., 9 a. m. Village hall. M. Counihan... C. H. J. Barnard... S.

406-MONMOUTH, MONMOUTH, ILL., 2d & 4th Sun., 7:30 p. m. G. A. R. hall, N. Broadway. W. H. Hewitt, 822 S. 2d st... C. J. T. Darling, 314 So. B st... S.

407-ELK RIVER, CRANBROOK, B. C., 1st & 3d Sun., 2 p. m. Watts block. Joe Jackson, Box 128... C. D. J. McLennan, Box 814... S.

408-EVANSTON, EVANSTON, WYO., 1st & 3d Thurs., 2 p. m., A. O. U. W. hall. H. F. Ritter, 2685 Wall ave., Ogden, Utah... C. H. J. Zopf, box 465... S.

409-TWENTIETH CENTURY, SALEM, ILL., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall. W. B. Henderson, box 367... C. A. W. Stanford, Bx. 377... S.

410-BELLE PLAINE, BELLE PLAINE, IA., 2d & 4th Mon., Red Men's hall, 9:30 a. m. Vera Brown, lock bx. 700... C. T. Ogilvie... S. L. P. Grady

411-PUEBLA, PUEBLA, MEXICO, every Wed., 8 p. m., 3a Benito Juarez No. 10. R. G. Warner, National Hotel, C. G. A. De Vany, 2a Juarez No. 1, S.

412-SEQUOIA, FRESNO, CAL., every Sun. 7:30 p. m., over P. O. E. R. Richey, 2326 Inyo st... C. S. E. Henderson, 110 Thesta st. S.

413-BAY STATE, BOSTON, MASS., 2d Thurs., 1 p. m., 4th Sun., 10:30 a. m., B. L. E hall, 164 Canal st. Chas. S. Messer, 17 Pearson ave., West Somerville, Mass... C. R. E. Beal, 179 Broadway, Lawrence, Mass... S.

414-KALISPELL, WHITEFISH, MONT., 1st & 3d Sun., 3 p. m., O. R. C. hall. E. A. Logan... C. M. S. Hurley... S. B. S. Robertson,

415-WELETKA, SAPULPA, I. T., every Fri. T., 2:30 p. m., K. P. hall. G. E. Dornblaser... C. B. M. Van Orman... S.

416-POTTSVILLE, POTTSVILLE, PA., 2d & 4th Sun., 1:30 p. m., Mountain City Building. J. M. Fielding, 602 E. Arch st... C. J. M. Matthews, 447 East Mar-cket st... S.

417-WOODSVILLE, WOODSVILLE, N. H., 1st Sun., 12:30 p. m., Davison hall. H. C. Gale... C. E. B. Lane... S.

418-PRINCETON, PRINCETON, INDIANA, 2d & 4th Sun., 9:30 a. m., Union hall. R. C. Wilson, 608 S. Sem. st... C. J. D. Ryan, 224 S. Seminary st. S.

419-SHREVEPORT, SHREVEPORT, LA. every Sun. 2 p.m. K.P. hall. Boothe Fair, 1444 Allen ave. C. R. T. Layne 460 Allen ave. S.

420-MOUNT RUNDLE, STELLARTON, N. S. 1st Sun., 14 k. Keith's hall.
G. A. McKay C.
M. McGilvery, box 209. S.

421-PECOS VALLEY, AMARILLO, TEX., 1st & 3d Sun. 2:30 p.m. 2d & 4th Thurs. 8:30 p.m. Eakle hall.
G. H. Odell, 301 Lincoln st. C.
O. R. Smith. S.

422-CAPE CITY, CHAFFEE, MO., 2d & 4th Sun., 2 p.m. O. R. C. hall.
E. H. Riggs, Cape Girardeau, Mo. C.
H. M. Jennings, Cape Girardeau, Mo. S.

423-DALHART, DALHART, TEX. 2d & 4th Sun. 2:00 p.m. Coon hall.
R. H. McKean C.
H. C. Thompson S.

424-DEEP WATER, GULFPORT, MISS., 2d & 4th Sun., 10 a.m. Masonic hall, 27th av.
L. M. Martin, 30th av. C.
E. Langworthy, 1301 30th av. S.

425-TABLE ROCK, ROSEBURG, OREGON, 1st and 3d Sun. 7:30 p.m., National Son's Hall.
L. J. Speck C.
A. C. Carby S.

426-ANTHRACITE, DUNMORE, PA., 2d & 4th Sun., 2 p.m. over depot.
Wm. E. Johnson, 3d & Dudley, C.
W. E. Correll, 232 Cherry st. S.

427-BOX BUTTE ALLIANCE, NEB every Tues., 2 p.m., Odd Fellows hall.
J. H. Cantlin C.
W. G. Eubank S.

428-MONCLOVA, MONCLOVA, MEX., every Mon., 7:30 p.m. O. R. C. hall.
C. W. Dinsmore C.
N. A. Moore, box 13. S.

429-LOCK CITY, SAULT STE. MARIE, MICH., 1st & 2d Sun., 2 p.m., K. of C. hall.
F. E. Swift, 526 Elizabeth st. C.
Jno. Hawkshaw Sault Ste Marie, Ont., care A. C. Ry. S.

430-McLENNAN, MART, TEX., 2d & 4th Sun. 3 p.m., K.P. hall.
W. J. Manning, box 501. C.
C. M. McInosh, box 212 S.

431-GUILFORD, GREENSBORO, N. C., 2d & 4th Sun., 2 p.m. K. P. hall.
W. S. Witherspoon, 729 Pearson st. C.
C. B. Guthrie, 411 E. Lee st. S.

432-MONTERREY, MONTERREY, N. L. MEX., every Mon., 2 p.m. Sheppard's hall, Calle de Puebla, No. 206.
Z. H. Jones, 7 Calle Reforma C.
Geo. Hall, 50 Salazar. S.

433-"AT LAST" PITCAIRN, PA., 2d Thurs., 7:30 p.m., 4th Sun., 1:30 p.m., Hoehl's hall.
Edw. Price, 7537 Roslyn st., Swissvale, Pa. C.
J. E. Holohan, Wall, Pa. S.

434-GREENVILLE, GREENVILLE, TEX., every Sun., 2:30 p.m., K. P. hall, Lee st.
E. F. Odell, 422 Wellington st. C.
S. M. Kennedy. S.

435-WEST BRANCH, CLEARFIELD, PA., 2d & 4th Sun., 2 p.m., in O. N. A. M. hall, Nichol & River sts.
F. R. McKelvy C.
C. F. Wagner, 17 5th st. S.

436-CHIHUAHUA, CHIHUAHUA SHOPS, MEX., every Sun., 3 p.m., O. R. C. hall.
D. H. Anglin, box 2 C.
E. D. Paisris, box 2 S.

437-TRUE BLUE, ELDON, IA., 2d & 4th Sun., 2 p.m., K. P. hall.
G. W. Payne C.
I. Forrest S.

438-OSAGE, ELDON, MO., 1st & 3d Sun., 2:00 p.m., Masonic hall.
W. M. Campbell C.
H. N. Johnston S.
J. D. Holder.

439-BIG HORN, SHERIDAN, WYO., 1st & 3d Fri., 8 p.m. K. P. hall.
D. H. Steere, 406 Gladstone st. C.
A. B. Briggs, box 76 S.

440-PACIFIC, SAN LOUIS OBISPO, CAL., 1st Sun., 2:30 p.m., 3d Sun., 7 p.m., Elks' hall.
D. D. Wamsley C.
W. A. Kesler S.

441-MT. BLANCA, ALAMOSA, COL., 2d & 4th Sun., 8:00 p.m., Kinch hall.
F. L. Edmisten C.
Robt. Ginn S.

442-N. D. SCOTT, WHEELING, W. VA., 2d & 4th Sun., 8:00 p.m. 1515 Market st.
Orville Pithen, Gen. Delivery, C.
W. W. Baggs, Bridgeport, O. S.

443-BUTLER, DU BOIS, PA., 1st Mon. & 3d Sun., 1:00 p.m., Hays' hall, Long ave.
Wm. Troan, 215 Morrison st. C.
R. B. Reed, 110 3d st. S.

444-OLBAN, OLBAN, N. Y., 1st & 3d Sun., 7:30 p.m., Sheehan's hall.
Peter Welch, 206 N. 6th st. C.
E. A. Swarts, 6 4th st. S.

445-DELMAR, DELMAR, MARYLAND, 2d & 4th Sun., 1 p.m., Masonic Hall.
A. S. Hurt, Delmar, Del C.
H. M. Waller, Delmar Del S.

446-ATLANTIC CITY, ATLANTIC CITY, N. J., 2d & 4th Sun., 1:30 p.m., Mich. & Atlantic avs.
J. P. Thomas, 556 Ferry av. C.
Camden, N. J. S.
J. H. Lance, Hammonton, N. J. S.

447-CHARTIER'S VALLEY, CARNEGIE, PA., 1st Sun. 1:30 p.m. 3d Wed., 6:00 p.m., Mason Bldg.
J. J. Daugherty, Sheridanville, Pa. C.
F. R. Thomas, 111 Dickman st. S.

448-BRECKENRIDGE, BRECKENRIDGE, MINN., 1st Sun. 10:30 a.m. 3d Sun. 2:30 p.m., K. P. hall.
T. N. Crowder C.
W. A. O'Kane S.

449-HARRISBURG, HARRISBURG, PA., 2d & 4th Sun., 1:30 p.m., Fackler's hall, 13th & Derry.
E. Richwine, 349 S. 14th st. C.
J. W. Moyer, 1217 Mulberry st. S.
E. T. Rafferty, 436 Market st.

450-POTOMAC, ALEXANDRIA, VA., 1st & 3d Sat., 8 p.m., Alixa Nat'l Bank, King & Royal sts.
R. H. Sherman, Wellington, Va. C.
W. B. Smathers, 116 N. Columbus st. S.

451-HAMLET, HAMLET, N. C., 1st & 3d Sun. 2 p.m. B. L. E. hall.
G. B. Davis, box 65. C.
G. B. Sondley, box 317. S.

452-RAILSBACK, RICHMOND, IND., 2d Sun., 2:30 p.m., 4th Sun., 7:30 p.m., Arcanum hall.
M. J. Meagan, 406 N. 9th st. C.
V. D. Noland, 119 N. 16th st. S.
O. E. Weaver, 206 N. 19th st.

453-ENDERLIN, ENDERLIN, N.D., 2d & 4th Sun., 2 p.m., Masonic hall.
W. W. Shaw C.
L. A. Tripp S.

454-HUNTER, MARSHALL, TEX., 1st & 3d Sun., 2 p.m. K.P. hall.
J. E. Powell, 401 Bolivar st. C.
W. F. Thompson, 401 Washington st. S.
E. H. Neimeyer, 601 Boliver st.

455-FILLYAW, FLORENCE, S. C., 1st & 3d Sun., 8:30 p.m., Masonic Temple, Evans st.
Thos. H. Harilee, Jr., box 134. C.
L. A. Jones, box 123. S.

456-EVERETT, EVERETT, WASH., 2d & 4th Sun. 8 p.m. I. O. O. F. hall.
F. D. Niles, 2215 Lombard st. C.
Thos. F. O'Day, 2215 Lombard S.

457-GEORGIA, ATLANTA, GA., every Sun., 2 p.m., Kiser bldg.
W. A. Wooddall, Ft. Valley, Ga. C.
W. L. Alcott, 445 Luckie st. S.

458-LAKELAND, LAKELAND, FLA., every Sun. 10 a.m. Masonic hall.
J. D. Wadkins C.
W. H. Pugh, box 291. S.

459-MCKINLEY, CHAMPAIGN, ILL., 2d & 4th Tues., 7:30 p.m., Engineers' hall, 26 N. Neil st.
E. G. Johnston, 636 S. Randolph st. C.
M. F. Cooper, 206 W. John st. S.

460-KOKANEE, NELSON, B. C., 2d Sun., 14k, Fraternity hall.
T. C. Peck, Midway, B. C. C.
A. Halkett, box 216. S.
J. C. Bradshaw, box 628.

461-WHITEHALL, WHITEHALL, N. Y., 2d & 4th Sun., 3 p.m., Pythian hall.
J. E. Rhoades C.
Geo. A. Hale, box 253. S.
Ovid S. Benjamins.

462-ANTIGO, ANTIGO, WIS., 1st & 3d Sun., 10 a.m., Elks hall.
Edward Cleary C.
Geo. E. Porter S.

463-CALGARY, CALGARY, ALBERTA, 2d & 4th Sun., I. O. O. F. hall.
J. R. Dalton, box 531. C.
A. D. Fidler S.

464-BRANDON, BRANDON, MAN., 2d & 4th Sun., 14 o'clock, Foresters' hall, Rosser ave.
Silas R. Smith C.
Thos. Brownlee, box 604. S.
C. R. Rupp.

465-E. SALAMANCA, SALAMANCA, N. Y., 2d & 4th Sun., 2 p.m., Union hall, Main st.
J. J. Kehoe C.
M. Griffin, 76 Foremen st., Bradford, Pa. S.

466-INGOT, HOUGHTON, MICH., 1st Thurs., 8 p.m., Hartman's hall.
C. E. Avery C.
H. M. Steffens S.

467-WABASH TERMINAL, CARNEGIE, PA., 3d Sun., 1:30 p.m., I. O. O. F. hall, Central time.
Leo Rice, Pittsburgh, Pa. C.
J. S. Auker S.

468-ENID, ENID, O. T., 1st & 3d Sun., 7:30 p. m., Masonic hall.
 B. M. Hansen, 1800 Maple st...C.
 W. P. Leslie, 1800 Munroe st...S.
 J. R. Clover, 1300 Broadway.

469-GARLAND CITY, WATERTOWN, N. Y., 2d & 4th Sat., 8 p. m., K. P. hall, Taggart blk.
 W. D. Carnes, 97 Franklin st. C.
 W. M. Raymond, 64 Stone st...S.

470-MISSION, LOS ANGELES, CAL., 1st Fri., 2 p. m., 3d Sat., 8 p. m., 517 S. Broadway, hall No. 4
 G. M. Archibald, Gardena, Cal. C.
 C. P. Beach, 111 N. Anderson. S.

471-MONONGAHELA, PITTSBURG, PA., 2d Sun., 7:30 p. m., 4th Sun., 10:30 a. m., Weber's hall, 2720 Sarah st. S.
 P. C. McTague, 2807 Sarah st. C.
 W. R. Williams, North View & Oakley sts.S.

472-FAIRMONT, FAIRMONT W. VA., 1st Sun., 2:30 p. m., 3d Sun., 7:30 p. m., I. O. O. F. hall.
 F. H. Brumage, 408 Market st. C.
 W. E. Vannort, 220 Guffey st...S.

473-SHAWMUT, ST. MARY'S, PA., 2d & 4th Sun., 2 p. m., Hall's block.
 I. T. McAllister, 260 Market st...C.
 G. M. DeHass, 37 John st.....S.

474-COPPER CITY, DOUGLAS, ARI., 1st & 3d Fri. 8 p. m., Masonic hall
 J. L. Sparks.....C.
 W. H. Preston.....S.

475-WHITE RIVER, COTTER ARK., 2d & 4th Sun., 2 p. m., Masonic hall.
 M. Lynch.....C.
 D. E. Austin.....S.

476-OKLAHOMA, OKLAHOMA C'Y, O. T., 2d & 4th Sun., 2 p. m., Eagle's hall, Main & Bd. W.
 W. O. Salisbury, 20 E. 8th st...C.
 W. L. Hopkins, Saratoga hotel S.

477-VIRGINIA, CHARLOTTESVILLE, VA., 2nd & 4th Sat. 7:30 p. m., Odd Fellows' hall, Main st.
 R. L. Mustoe.....C.
 R. W. Childress.....S.
 F. W. Spicer, 427 N. 1st st...S.

478-MIZPAH, TONOPAH, NEV., 1st & 3d Sun., 8 p. m., Miners Union hall, Main st.
 W. A. Cheek.....C.
 W. E. Paul, Goldfield, Nev. ...S.

479-MILAN, MILAN, MO., 2d & 4th Sun., 2:30 p. m., K. P. hall,
 G. W. Steward, box 168.....C.
 H. H. Tittle, box 204.....S.

480-PINEY WOODS, SILSBE, TEX., 1st & 3d Sun., 2:30 p. m., K. P. hall.
 John V. Russ.....C.
 W. J. McGrew.....S.

481-TEKOA, TEKOA, WASH., every Sun. 7:30 p. m. Masonic hall
 J. A. Chidester, box 74.....C.
 T. D. Lake.....S.

482-CEDAR VALLEY, CEDAR TOWN, GA., 1st Mon. 8 p. m., 3d Sun. 2 p. m. O. R. C. hall.
 C. B. Chapman.....C.
 T. F. Thompson, box 275.....S.

483-MINOT, MINOT, N. D., 2nd & 4th Sun., 2:30 p. m. O. R. C. hall, Main st.
 F. H. Hayes.....C.
 A. H. Hopkins.....S.

484-COLONEL LULL, CHAMBERSBURG, PA., 1st & 3d Sun., 3 p. m., Knights Golden Eagle hall.
 John Betz, 217 Broad st.....C.
 W. L. Dornberger, 559 Broad...S.

485-ETOWAH, ETOWAH, TENN., every Sun., 2 p. m., O. R. C. hall.
 I. A. Broome, 383 Auburn av., Atlanta, Ga.....S.
 W. M. Ross, 112 N. Boul. Atlanta, Ga.....S.

486-BOURBON, PARIS, KY., 1st & 3d Sun., 9:30 a. m.
 J. W. Throckmorton, 155 Woodland ave. Lexington, Ky.C.
 H. B. Arnold, 248 Winchester st. S.
 F. P. Webb.....S.

487-MT. STEPHEN, REVELSTOCK, B. C., 2d Sun. 14:30, Selkirk hall.
 E. S. Bongard.....C.
 J. J. Porter.....S.

488-WILLIAMSPORT, WILLIAMSPORT, PA., 2nd & 4th Sun., 2 p. m., S. of V. hall.
 Wm. L. Eisele, 227 N. 4th st., Newberry, Pa.....C.
 J. F. Cupp, 2113 Linn st., Newberry, Pa.....S.

489-RIVIERE DU LOUP, RIVIERE DU LOUP, QUEBEC, 1st & 3d Sun. 7 p. m. B. L. E. hall.
 A. Arcand.....C.
 F. E. King, box 37.....S.

490-PAYONIA, JERSEY CITY, N. J., 1st Wed & 3d Sun., 2 p. m., Union hall, 4th & Grove sts.
 C. L. Boughner, box 166 Suffern, N. J.....C.
 J. P. Ferson, 494 Grove st....S.

491-WESTON, WESTON, W. VA., 1st and 3d Sun. 1 p. m. I. O. O. F. hall.
 J. W. Twyman, 215 No. 7th st., Clarksburg, W. Va.C.
 W. F. Miles, box 318.....S.

492-CANASTOTA, PALMERSTON ONT., 2d Sun. 2 p. m. A. O. U. W. hall, Main st.
 F. N. P. Kee.....C.
 P. W. Cordingly.....S.

493-MT. UNION, PRESCOTT, ARIZ., 2d and 4th Sun. 8 p. m., I. O. O. F. hall, Goodwin st.
 F. L. Burgett, 219 No. Marina st.....C.
 W. L. Fox, lock box 196.....S.

494-WINDSOR, WINDSOR, ONTARIO, 2d and 4th Sun. 2:30 p. m., Fleming Blk.
 Salem F. Smith.....C.
 G. Jackson, 114 Goyean st....S.

495-BATTLEFORD, NORTH BATTLEFORD, SASKATCHEWAN, 2d and 4th Sun. Cameron's hall 14 p. m.
 I. S. Dailson.....C.
 H. Cameron.....S.

496-WAPELLO, OTTUMWA, IA., 2d Sun. 4th Mon. 7:30 p. m. B. L. F. Hall.
 F. H. Hahn, 224 N. McLean...C.
 F. C. Bell, 401 N. Clay st....S.

497-QUEBENS POINT, KEYSER, W. VA., 1st & 3d Sun., 1:30 p. m., Eagle hall.
 I. J. Burke.....C.
 R. F. Pell, box 571.....S.

498-HILLYARD, HILLYARD, WASH., 2d and 4th Sun. 10 a. m. I. O. O. F. hall.
 Chris Nelson.....C.
 C. L. Howard.....S.

500-NEW LONDON, NEW LONDON, CONN., 2d & 4th Sun., 2 p. m., Mohegan hall.
 F. W. Newell, 9 Steward st...C.
 G. L. Spafford, 73 Mountain ave.....S.

General Adjustment Committee Organizations.

C, Chairman

S, Secretary

ALGOMA CENT. & HUDSON BAY R. R.
J. Findley, Sault Ste Marie Ont.....C
H. Williams, A. C. Ry., Sault Ste Marie, Ont.....S

ANN ARBOR R. R.
G. H. Greenaway, Box 62, So. Frankfort, Mich.....C
W. T. Hoy, Durand, Mich.....S

A. T. & S. F. COAST LINES
C. F. Rensch, 302 9th st., San Bernardino, Cal.....C
M. H. Cooley, Needles, Cal.....S

A. T. & S. F. SYSTEM.
W. W. Hutton, Box 112, Topeka, Kan.....C
J. M. Harrison, San Marcial, N. M.....S

ATLANTA & WEST POINT R. R.
J. W. Harrison, East Point, Ga.C

ATLANTA, BIRMINGHAM & ATLANTIC R. R.
W. P. Vaughn, Abbeville, Ga.....C
W. O. Smith, A. B. & A. R. R., Way Cross, Ga.....S

ATLANTIC COAST LINE R. R.
J. M. Walker, 105 S. 2nd st., Wilmington, N. C.....C
J. G. Kornegay, Box 267, Portsmouth, Va.....S

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W. H. Budd, Chicago, Ohio.....C
T. C. Hogan, 1915 Spring st., Parkersburg, W. Va.....S

BALTIMORE & OHIO SOUTH-WESTERN R. R.
J. T. DeFrates, 4038 Flad ave., St. Louis, Mo.....C
Chas. Ireland, Box 132, Beardstown, Ill.....S

BANGOR & AROOSTOOK R. R.
W. E. Craig, Houlton, Maine. C
W. W. Worth, Brownsville Me.S

BESSEMER & LAKE ERIE R. R.
Jno. McKinley, Butler, Pa.....C
E. L. Hewitt, 506 Walnut st., Erie, Pa.....S

BIG FOUR SYSTEM
G. W. Hardesty, 942 Fletcher ave, Indianapolis, Ind.....C
P. A. Powell, 23 Farlow st., Springfield, Ohio.....S

BOSTON & ALBANY R. R.
W. T. Higgins, 20 Winthrop st. So. Framingham, Mass.....C
G. A. Merrill, Care B. & A. Conductor's Room, Boston, Mass.....S

BOSTON & MAINE R. R.
F. B. Sears, care Union Station, Portland, Maine.....C
W. S. Shaw, 173 Pearl st., Portland, Maine.....S

BOSTON, REVERE BEACH & LYNN R. R.
F. N. Belcher, Winthrop st., Winthrop, Mass.....C
J. R. Whittington, 29 Ashley ave., East Boston, Mass.....S

BUFFALO & SUSQUEHANNA RY.
W. C. Stryker, Galetton, Pa....C
C. H. Jacobs, Galetton, Pa....S

BUFFALO, BRADFORD & KANE R. R.
W. T. Bogart, 48 Jeff st., Bradford, Pa.....C
D. L. Barr, 17 Bishop st., Bradford, Pa.....S

BUFFALO, ROCHESTER & PITTSBURGH RY.
F. L. Evans, Box 114, East Salamanca, N. Y.....S
A. J. Harrington, Box 318, Lincoln Park, N. Y.....S

BURLINGTON SYSTEM.
O. N. Marshall, 193 Kellogg st., Galesburg, Ill.....C
J. B. Tanney, 1014 G st., Lincoln, Neb.....S

CALIFORNIA NORTHWESTERN RY.
J. K. Smith, 428 8th st., Santa Rosa, Cal.....C
J. M. Johnson, Ignacia, Cal.....S

CANADIAN NORTHERN RY.
H. E. Barker, 511 Gertrude ave., Winnipeg, Man.....C
H. Cameron, North Battleford, Sask.....S

CANADIAN PACIFIC RY.
W. G. Chester, 132 Smith st., Winnipeg, Man.....C
W. C. Risteen, 140 Alfred st., Winnipeg, Man.....S

CENTRAL NEW ENGLAND RY.
D. O'Hearn, Canaan, Conn.....C
C. E. Hinman, 64 Belden st., Hartford, Conn.....S

CENTRAL OF GEORGIA RY.
W. H. Brittingham, 1115 5th ave., Columbus, Ga.....C
G. L. Agee, 1514 3rd st. Macon, Ga.....S

CENTRAL R. R. OF NEW JERSEY
L. P. Titus, 165 W. 80th st., New York City, N. Y.....C
W. H. Hubble, 537 Adams ave., Scranton, Pa.....S

CENTRAL VERMONT RY.
J. C. Hurley, 24 Upper Weldon st., St. Albans, Vt.....C

CHARLESTON & WESTERN CAROLINA RY.
W. B. Verdery, 430 Walker st., Augusta, Ga.....C
G. W. Marshall, 405 Walker st., Augusta, Ga.....S

CHESAPEAKE & OHIO RY.
W. T. Crawford, C. & O. Ry., Huntington, W. Va.....C
W. H. Lewis, Clifton Forge, Va. S

CHICAGO & ALTON R. R.
E. B. Watson, 5126 Page ave., St. Louis, Mo.....C
J. W. Hamilton, Slater, Mo.....S

CHICAGO & EASTERN ILLINOIS R. R.
R. L. McLemore, Windsor Hotel, Rossville, Ill.....C
F. C. Hurst, 423 S. East ave., Oak Park, Ill.....S

CHICAGO & NORTH-WESTERN RY.
J. B. Carlin, Wakefield, Mich...C
W. B. Parkin, 918 5th st., Boone, Iowa.....S

CHICAGO, CINCINNATI & LOUISVILLE R. R.
D. E. Shea, 512 W. 2nd st., Peru, Ind.....C
E. E. Smith, 557 W. Main st., Peru, Ind.....S

CHICAGO, GREAT WESTERN RY.
A. H. Clark, 3726 Cottage Grove ave., Chicago, Ill.....C
S. Lee, 1316 Woodland ave., Des Moines, Ia.....S

CHICAGO, INDIANA & SOUTHERN R. R.
F. L. Howard, 274 5th ave., Kankakee, Ill.....C
F. Grundler, 110 Station st., Kankakee, Ill.....S

CHICAGO, LAKE SHORE & EASTERN RY.
H. H. Molyneux, 9126 Ontario ave., Chicago, Ill.....C

CHICAGO, MILWAUKEE & ST. PAUL RY.
W. J. Durbin, 3226 Cedar st., Milwaukee, Wis.....C
Jerry Mullen, 405 Washington ave., Madison, Wis.....S

CHICAGO, PEORIA & ST. LOUIS RY.
J. W. Wood, 107 Glen Oak st., Peoria, Ill.....C
Jno. Fitzgerald, 724 N. 9th st., Springfield, Ill.....S

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA R. R.
C. S. Lathrop, Spooner, Wis...C
C. D. Hopkins, 903 Court st., Sioux City, Iowa.....S

CHIHUAHUA & PACIFIC R. R.
A. S. Anderson, Mex. Central Ry., San Luis Potosi, Mex...C

CINCINNATI, HAMILTON & DAYTON RY.
P. J. Sweeney, 28 Best st., Dayton, Ohio.....C
H. S. Beard, Hume, Ill.....S

CLEVELAND, AKRON & COLUMBUS RY.
G. C. Sharp, 297 W. 10th ave., Columbus, Ohio.....C

COAL & COKE RY.
J. H. Wills, 912 Morris St., Charleston, W. Va.....C
J. Y. Sturgeon, 463 Young st., Charleston, W. Va.....S

COLORADO & SOUTHERN R. R.
M. O'Connor, 500 E. Main st., Trinidad, Colo.....C
G. W. Goff, Box 574, Cheyenne, Wyo.....S

COLORADO MIDLAND RY.
C. N. Gillette, 215 W. 7th st.,
Leadville, Colo. C
C. S. Gilbert, 822 E. High st.,
Colorado Springs, Col. S

**COLORADO SPRINGS & CRIP-
PLE CREEK DISTRICT RY.**
G. S. LaTourette, Cameron, Col. C
Wm. Craig, 1820 Colo. ave.,
Colorado Springs, Col. S

COPPER RANGE R. R.
C. E. Avery, C. R. R., R.
Houghton, Mich. C
J. L. Hould, Opechee, Mich. S

**CUMBERLAND & PENN-
SYLVANIA R. R.**
C. A. Miller, Mt. Savage, Md. C
G. E. Dunden, Eckhart Mines,
Md. S

CUMBERLAND VALLEY R.R.
E. C. Henneberger, 517 Broad
st., Chambersburg, Pa. C

DELAWARE & HUDSON CO.
W. C. Gurney, 18 Munsell st.,
Binghamton, N. Y. C
I. D. Beattie, Whitehall, N. Y. S

**DELAWARE, LACKAWANNA
& WESTERN R. R.**
J. T. Downey, 61 Sunset ave.,
Utica, N. Y. C
B. L. Bennett, 410 Sullivan st.,
Elmira, N. Y. S

DENVER & RIO GRANDE R.R.
Hugh Long, Box 483, Salida,
Col. C
B. F. Stone, 1956 Broadway,
No. 17, Denver, Colo. S

**DENVER, NORTHWESTERN
& PACIFIC RY.**
Geo. Griffin, 400 E. & C. Bldg.,
Denver, Colo. C
F. S. Spaulding, 3430 Witter
st., Denver, Colo. S

**DES MOINES, IOWA FALLS
& NORTHERN RY.**
J. H. Spencer, 1828 Hewitt st.,
Des Moines, Ia. C
John Johnson, 1214 Mulberry
st. Des Moines, Ia. S

**DETROIT, TOLEDO & IRON-
TON RY.**
Van Oren, 90 E. Pleasant st.,
Springfield, O. C

DOMINION ATLANTIC RY.
M. Margeson, Kentville, N. S. C
Jno. A. Mennie, Annapolis, N. S. S

**DULUTH & IRON RANGE
R. R.**
H. G. Skinner, Two Harbors,
Minn. C
Geo. L. Wooden, 1426 Jeff st.,
Duluth, Minn. S

**DULUTH, MISSABE &
NORTHERN RY.**
A. Kurtz, Proctor, Minn. C
W. Bemel, Proctor, Minn. S

**DULUTH, SOUTH SHORE &
ATLANTIC RY.**
R. W. O'Neil, 319 E. Hewitt
st., Marquette, Mich. C

**ELGIN, JOLIET & EASTERN
RY.**
H. Yeager, 117 Virginia st.,
Joliet, Ill. C

**EL PASO & SOUTHWESTERN
SYSTEM.**
E. Brown, Tucumcari, N. M. C
J. H. Long, Box 371, El Paso,
Texas S

ERIE R. R.
T. Welch, 17 2nd st., Port
Jervis, N. Y. C
C. E. Stickels, 110 Temple st.,
Owego, N. Y. S

**EVANSVILLE & TERRE
HAUTE R.R.**
W. C. McLean, 921 Wash
ave., Evansville, Ind. C

**FLORENCE & CRIPPLE
CREEK R. R.**
Geo. E. Bradbury, Florence,
Col. C
C. W. Thompson, 212 E. 3rd
st., Florence, Col. S

FLORIDA EAST COAST RY.
M. L. Hoover, St. Augustine,
Fla. C
B. P. Wall, 920 W. Duval st.,
Jacksonville, Fla. S

**FORT WORTH & DENVER
CITY RY.**
J. A. Murphy, 414 Louisiana
ave., Ft. Worth, Tex. C
J. S. Flack, 931 Arizona ave.,
Trinidad, Cal. S

FRISCO SYSTEM (St. L. & S.F.)
C. H. Hasell, 615 W. Walnut
st., Springfield, Mo. C
E. H. Riggs, Cape Girardeau,
Mo. S

FRISCO (IN TEXAS.)
F. E. Davis, 1105 Richard st.,
Sherman, Tex. C
J. W. Anderson, 9th ave. &
Creswell St., Ft. Worth, Tex. S

GEORGIA R. R.
J. L. Oliver, Camak, Ga. C
C. L. McLaughlin, Box 8,
Camak, Ga. S

**GEORGIA SOUTHERN &
FLORIDA RY.**
H. Dickinson, Wilburn House,
Macon, Ga. C
J. A. Young, 2nd & Boundary
sts., Macon, Ga. S

**GRAND RAPIDS & INDIANA
RY.**
H. G. Quivey, 3626 Winter st.,
Fort Wayne, Ind. C

GRAND TRUNK RY.
Thos. Todd, 202 McNabb st.,
N. Hamilton, Ont. C
M. D. Hushin, Stratford, Ont. S

GRAND TRUNK WESTERN.
O. I. Campbell, 621 Marshall
st., Battle Creek, Mich. C
G. P. Jones, 375 Champlain st.,
Detroit, Mich. S

GREAT NORTHERN RY.
W. J. McMillan, 340 Dale st.,
St. Paul, Minn. C
R. E. Landis, Melrose, Minn. S

**GREAT NORTHERN RY.
OF CANADA.**
J. C. Walker, 102 Gould st.,
Toronto, Ont. C

**GREEN BAY & WESTERN
R. R.**
W. E. Secord, Box 233, Kewau-
nee, Wis. C
J. J. Paterrick, Box 111, Grand
Rapids, Wis. S

GULF & SHIP ISLAND R. R.
C. S. Williams, Saratoga, Miss. C
S. A. Winburn, Saratoga, Miss. S

**GULF, COLORADO & SANAT
FE RY.**
H. W. Smith, 515 N. 1st st.,
Temple, Tex. C
G. W. Stevens, Harvey House
Silsabee, Tex. C

HOCKING VALLEY RY.
C. Moeller, 371 S. 3rd st., Col-
umbus, Ohio C
P. C. O'Grady, 47 Jones ave.,
Columbus, Ohio. S

**HOUSTON & TEXAS CEN-
TRAL R. R.**
C. M. Winkler, Ennis, Tex. C
F. W. Neal, H. & T. C. Ry.,
Ennis, Tex. S

**HOUSTON, EAST & WEST
TEXAS RY.**
J. B. Moore, 2617 Saa Jacinto
st., Houston, Tex. C
J. I. Huff, 1211 Liberty ave.,
Houston, Tex. S

**HUNTINGDON & BROAD TOP
MOUNTAIN R. R.**
O. M. Reid, Saxton, Pa. C
G. A. Hickey, Saxton, Pa. S

ILLINOIS CENTRAL R. R.
J. C. Turner, Canton, Miss. C
W. H. Wilson, Cecilian, Ky. S

**INDIANAPOLIS SOUTHERN
R. R.**
D. M. Smith, 1732 Union St.,
Indianapolis, Ind. C
F. J. Carney, 1923 W. Vermont
st., Indianapolis, Ind. S

INDIANAPOLIS UNION RY.
A. D. Crull, 1302 Nordyke ave.,
Indianapolis, Ind. C
A. McKern, Room 1, 838 1/2 S.
Meridian st., Indianapolis,
Ind. S

INTERCOLONIAL RY.
H. B. Gordon, Moncton, N. B. C
J. R. Fisher, Box 495, Truro,
N. S. S

**INTERNATIONAL & GREAT
NORTHERN R. R.**
J. R. Jones, 2306 W. Houston
st., San Antonio, Tex. C
P. Ragan, 202 Broadway, Ft.
Worth, Tex. S

IOWA CENTRAL RY.
A. B. Cowan, 313 3rd ave., W.,
Oskaloosa, Ia. C
E. S. Mabie, 114 N. D. st., Os-
kaloosa, Ia. S

KANAWHA & MICHIGAN RY.
S. P. Tinklepaugh, Box 337,
Middleport, O. C
J. E. Ratliff, Quincy, W. Va. S

**KANSAS CITY SOUTHERN
RY.**
W. H. Tobin, 1036 Egan st.,
Shreveport, La. C
E. E. Ross, Mena, Ark. S

**KINGSTON & PEMBROKE
RY.**
T. H. Funnell, 249 Queen st.,
Kingston, Ont. C
T. H. Healey, 146 Montreal st.,
Kingston, Ont. S

**LAKE ERIE & WESTERN
R. R.**
H. L. Stonecifer, 407 W.
DeWald st., Ft. Wayne, Ind. C
W. A. Reayburn, 210 W. 8th st.,
Peru, Ind. S

LAKE ERIE, ALLIANCE & WHEELING R. R.

C. H. Moore, Market st., Alliance, O. C

LAKE SHORE & MICHIGAN SOUTHERN RY.A. V. Newton, 93 W. Oakwood Place., Buffalo, N. Y. C
A. C. Brown, 921 Marion, st., Elkhart, Ind. S**LEHIGH VALLEY R. R.**O. D. France, 52 Woodlawn ave., Buffalo, N. Y. C
F. C. Brown, 470 N Main st., Pittston, Pa. S**LOUISIANA & ARKANSAS RY.**A. C. Rynerson, Box 151, Hope, Ark. C
W. H. Taylor, Box 565, Minden, La. S**LOUISVILLE & NASHVILLE R. R.**S. H. Allen, Box 54, Donelson, Tenn. C
L. B. Waltz, Box 84, Evansville, Ind. S**LOUISIANA RAILWAY & NAVIGATION CO.**T. M. Brittain, L. R. & N. Co., Shreveport, La. C
A. L. Dennis, L. R. & N. Co., Alexandria, La. S**LOUISVILLE, HENDERSON & ST. LOUIS RY.**H. C. Beatty, 1900 15th st., Louisville, Ky. C
A. D. Pulliam, 817 Cawthon St., Louisville, Ky. S**MACON, DUBLIN & SAVANNAH R. R.**J. J. Harvey, Reeves House, Macon, Ga. C
R. C. Garrison, 305 Church st., Macon, Ga. S**MAINE CENTRAL R. R.**G. W. McKenney 8 B st., So. Portland, Me. C
Jas. Lowe, 4 Elm Terrace, Waterville, Me. S**MEXICAN CENTRAL RY.**W. R. Carman, Privado del Alamo, No. 14, City of Mexico, Mex. C
C. L. Bezanson, Hotel Roosevelt, Monterey, Mex. S**MEXICAN INTERNATIONAL R. R.**J. P. Gleason, Monclova, Mex. C
C. F. Murray, F. C. I. M., Torreon, Mex. S**MEXICAN INTEROCEANIC RY.**J. H. Brohaska, Apartado 2030, City of Mexico, Mex. C
H. G. Sloan, Interoceanic Ry., Jalapa, Mex. S**MEXICAN NATIONAL R. R.**A. V. Peppard, 2nd Galliana, No. 3, San Luis Potosi, Mex. C
W. H. Dunn, Hamilton, Hotel Laredo, Tex. S**MICHIGAN CENTRAL R. R.**John Maher, 211 Seymour st., Jackson, Mich. C
P. H. Whalen, 305 N. Henry st., West Bay City, Mich. . . S**MINNEAPOLIS & ST. LOUIS R. R.**J. V. McLeod, 20 N. 15th st., Minneapolis, Minn. C
C. H. Nichols, 274 Kent, st., St. Paul, Minn. S**M. St. P. & S. S. M. RY.**N. McEachern, Enderlin, N. D. C
J. Gallagher, Box 588, Gladstone, Mich. S**MINNESOTA & INTERNATIONAL RY.**R. R. Chestney, Brainerd, Minn. C
F. A. Moerke, 613 5th st., Brainerd, Minn. S**MISSOURI, KANSAS & TEXAS RY.**C. E. Whitney, 916 S. Vermont Sedalia, Mo. C
H. N. Reid, 506 E. 10th st., Sedalia, Mo. S**MISSOURI PACIFIC SYSTEM.**W. C. Turner, St. James Hotel, St. Louis, Mo. C
J. C. Ferguson, 1010 E. Locust st. Nevada, Mo. S**MOBILE, JACKSON & KANSAS CITY R. R.**R. L. Jeffries, 717 James st., Laurel, Miss. C
B. B. Gossett, Broad Georgia st., Mobile, Ala. S**MONON (C. I. & L.)**J. B. Condon, 5539 Prairie ave. Chicago, Ind. C
J. O'Mara, 412 N. East st., Indianapolis, Ind. S**MONTPELIER & WELLS RIVER R. R.**B. Fitzgerald, 100 State st., Montpelier, Vt. C
E. W. Felt, Montpelier, Vt. . . . S**NEW YORK & OTTAWA RY.**J. R. Plegg, 36 Lyon st., Ottawa, Ont. C
W. S. Hutt, Santa Clara, N. Y. S**NEW YORK & PENNSYLVANIA R. R.**S. H. Kuhn, Box 165, Shingle House, Pa. C
F. L. Reed, Box 162, Canistota, N. Y. S**NEW YORK CENTRAL & HUDSON RIVER R. R.**Theo. Webster, 208 Union ave., Syracuse, N. Y. C
M. C. Slattery, 1508 Bailey ave., Buffalo, N. Y. S**NEW YORK, CHICAGO & ST. LOUIS R. R.**C. L. Titus, 122 Hickory st., Bellevue, Ohio C
D. L. Billings, Bellevue, Ohio. S**NEW YORK, NEW HAVEN & HARTFORD R. R.**J. Wall, 20 Cassius st., New Haven, Conn. C
L. C. Bondreau, 106 Newton st., Marlboro, Mass. S**NEW YORK, ONTARIO & WESTERN RY.**P. S. Titus, 160 Wash st., Kingston, N. Y. C
F. Vincent, 21 Hopper st., Utica, N. Y. S**NEW YORK, PHILADELPHIA & NORFOLK R. R.**

H. M. Waller, Delmar, Del. . . C

NEW YORK, SUSQUEHANNA & WESTERN R. R.W. O. Stiles, Ridgfield Park, N. J. C
Wm. Morton, American House, Stroudsburg, Pa. S**NORFOLK & SOUTHERN R. R.**A. W. Hawkins, Roanoke Hotel, Plymouth, N. C. . . . C
J. P. Dean, Box 516, Berkeley, Va. S**NORFOLK & WESTERN RY.**C. A. Gregg, 1116 S. Jefferson st., Roanoke, Va. C
T. C. Horn, 334 Robinson, ave., Portsmouth, O. S**NORTHERN ALABAMA RY.**C. N. Looney, Sheffield, Ala. . C
S. A. Floyd, Sheffield, Ala. . . S**NORTHERN PACIFIC RY.**J. T. Hughes, 206 Nelson ave., St. Paul, Minn. C
D. C. Maxwell, Glendive, Mont. S**OREGON RAILROAD & NAVIGATION CO.**J. J. Butler, Tekoa, Wash. . . C
P. A. Clancy, 309 Eugene st., Portland, Ore. S**OREGON SHORTLINE R. R.**T. W. Carlton, 569 W. 1st North st., Salt Lake City, Utah. C
O. Miller, Pocatello, Idaho. . . S**PACIFIC COAST RY.**R. E. Carey, San Luis Obispo, Cal. C
R. Manderschied, San Luis Obispo, Cal. S**P. R. R. LINES EAST OF PITTSBURG AND ERIE.**G. M. Smith, Bowie, Md. . . . C
A. R. Farr, 1271 Seneca st., Buffalo, N. Y. S**P. R. R. LINES WEST OF PITTSBURG AND ERIE.**O. Irwin, 78½ Pittsburg, st., New Castle, Pa. C
O. L. Schober, 610 W. 3rd st., Ft. Wayne, Ind. S**PERE MARQUETTE**(United States.)
F. E. Kent, 561 S. Lafayette St., Grand Rapids, Mich. . . C
W. J. Twiss, 1309 Carroll st., E. S., Saginaw, Mich. S**PERE MARQUETTE**(Canada.)
E. N. Drake, St. Thomas, Ont. C
Geo. Hayes, Fort Stanley, Ont. S**PHILADELPHIA & READING RY.**W. L. Eisele, 2243 W. 4th st., Newberry, Pa. C
R. J. Kantner, Tamaqua, Pa. . . S**PITTSBURG & LAKE ERIE R. R.**

J. A. Fiske, 330 Chartiers ave., McKees Rocks, Pa. C

PITTSBURG, SHAWMUT & NORTHERN R. R.I. T. McAllister, 260 Market st., St. Mary's Pa. C
T. J. Snyder, St. Marys, Pa. . . S**QUEBEC & LAKE ST. JOHN RY.**

J. Richard, St. Raymond, Que. C

QUEEN & CRESCENT.
(North of Meridian.)
H. C. McNutt, 507 Georgia
ave., St. Elmo, Tenn. C
J. B. Andrus, 609 25th st., N.,
Birmingham, Ala. S

QUEEN & CRESCENT.
(South of Meridian.)
R. L. Wright, 318 38th st.,
Meridian, Miss. C
R. P. Hall, 3002 8th st., Merid-
ian, Miss. S

QUINCY, OMAHA & KANSAS
CITY R. R.
Ed. Morton, 629 Broadway,
Quincy, Ill. C

RIO GRANDE SOUTHERN
R. R.
W. D. Jay, Telluride, Col. C

ROCK ISLAND SYSTEM.
W. Stephens, 2007 E. 35th st.,
Kansas City Mo. C
F. A. Erwin, Dalhart, Tex. S

RUTLAND R. R.
P. T. Donovan, Berwick House,
Rutland Vt. C
M. Wyman, 47 West st., Rut-
land, Vt. S

ST. JOSEPH & GRAND
ISLAND R. R.
I. N. Miller, 1514 So. 18th St.,
St. Joseph, Mo. C

ST. LOUIS, BROWNVILLE
& MEXICO RY.
W. B. Goode, Care Agt., St. L.
B. & M., Brownville, Tex. C
O. A. Woodson, care Agt., St.
L. B. & M., Brownville, Tex. S

ST. LOUIS, SOUTHWESTERN
RY.
W. M. Reed, 509 N. Boise
D'Arcy, Tyler, Texas C
D. J. Brannan, 617 E. 2nd ave.,
Pine Bluff, Ark. S

SAN ANTONIO & ARANSAS
PASS RY.
G. W. Ingram, Yoakum, Tex. C
J. H. Head, Yoakum, Tex. S

SAN PEDRO, LOS ANGELES
& SALT LAKE R. R.
J. E. McCarty, 150 E. 6th
South st., Salt Lake City,
Utah. C
E. Corson, 1957 E. 1st st.,
Los Angeles, Cal. S

SANTA FE, PRESCOTT &
PHOENIX RY.
C. E. Loux, Hotel Congress,
Prescott, Ariz. C

SEABOARD AIR LINE RY.
J. A. Dodson, 625 Effingham
St., Portsmouth, Va. C
W. T. Cox, 621 South st.,
Portsmouth, Va. S

SOUTHERN RY.
R. W. Moore, 66 Rhode Island
ave., N. W., Washington,
D. C. C
T. H. Williams, 1010, W. Main
st., Richmond Va. S

SOUTHERN,
(LOUISVILLE-ST. LOUIS
LINES.)
J. W. McCann, 1018 7th st.,
Louisville, Ky. C
C. E. Rush, 608 S. Seminary
st. Princeton, Ind. S

SOUTHERN INDIANA RY.
W. E. Miller, 2023 Chestnut st.,
Terre Haute, Ind. C

SOUTHERN PACIFIC.
(Atlantic System.)
J. W. Forgason, 921 Van Ness
st., San Antonio, Tex. C
S. V. Betters, 517 Hays St.,
San Antonio, Tex. S

SOUTHERN PACIFIC.
(Pacific System.)
S. Veatch, 569 E. Burnside st.,
Portland, Ore. C
W. H. Pitts, Elmira, Cal. S

SPOKANE FALLS & NORTH-
ERN RY.
G. E. Votaw, Rossland, B. C. C
G. F. Ingraham, So. 54th Spo-
kane st., Spokane, Wash. S

STATEN ISLAND RAPID
TRANSIT CO.
W. J. Reeves, Tottenville, N.Y. C
T. F. Brennan, 30 Thompson
st., Stapleton, N. Y. S

TACOMA EASTERN RY.
O. A. Clough, Bismarck, Wash. C
W. C. Ritter, Bismarck, Wash. S

TEMISKAMING &
NORTHERN ONTARIO RY.
J. T. Nidd, 404 Albert st.,
Ottawa, Ont. C
P. J. Murray, Box 67, North
Bay, Ont. S

TERMINAL R. R. ASS'N OF
ST. LOUIS.
W. B. Owens, 3923 N. 25th st.,
St. Louis, Mo. C
O. A. Turnbaugh, 1022 A,
Gratton st., St. Louis, Mo. . S

TEXAS & PACIFIC RY.
M. S. Bogert, 222 Broadway,
Ft. Worth, Tex. C
M. A. Smith, 1119 Dante st.,
New Orleans, La. S

TEXAS CENTRAL R. R.
A. G. Hawkins, 317 N. 10th st.,
Waco, Tex. C

TIONESTA VALLEY RY.
M. Kemf, Box 505, Sheffield,
Pa. C
John Munson, Sheffield, Pa. . S

TOLEDO & OHIO CENTRAL
RY.
E. F. Bevan, 1110 Yondota st.,
Toledo, Ohio. C
E. M. Tinklepaugh, 138
Martin ave., Columbus, Ohio. S

TOLEDO, PEORIA & WEST-
ERN RY.
B. W. Thompson, 506 Fayette
st., Peoria, Ill. C
John Lynch, 208 Reed ave.,
Peoria, Ill. S

TOLEDO, ST. LOUIS &
WESTERN R. R.
J. R. Spollin, 912 Jefferson st.,
Charleston, Ill. C

TONOPAH & GOLDFIELD
R. R.
H. W. Miller, Box 345, Tono-
pah, Nev. C
J. R. Lewis, Box 108, Tonopah,
Nev. S

TORONTO, HAMILTON &
BUFFALO RY.
J. E. Oldfield, 150 Catherine
st., Hamilton, Ont. C
G. Ferguson, 68 Chatham st.,
Hamilton, Ont. S

ULSTER & DELAWARE R. R.
Stuart Benson, 27 Grand st.,
Oneonta, N. Y. C

UNION PACIFIC R. R.
W. A. Jameson, 3353 Williams
st., Denver, Col. C
H. C. Palmer, 311 No. 17th
st., Kansas City, Kan. S

VANDALIA R. R.
W. T. Brown, 37 No. 11th st.,
Terre Haute, Ind. C
Sam'l Moore, 123 Washington
st., Logansport, Ind. S

VERA CRUZ & PACIFIC RY.
W. H. Coleman, Tierra Blanca,
V. C., Mex. S
J. Sterling, Tierra Blanca, V. C.
Mex. S

VIRGINIA &
SOUTHWESTERN RY.
G. S. Miller, Elizabethton,
Tenn. C
G. W. Ryden, 304 8th st.,
Bristol, Tenn. S

WABASH R. R.
E. H. Jones, 6600 Normal ave.,
Chicago, Ill. C
M. L. Ray, 26 Loveland ave.,
Peru, Ind. S

WEATHERFORD, MINERAL
WELLS & NORTH-WEST-
ERN RY.
W. J. Burdge, Box 142, Mineral
Wells, Tex. C

WHEELING & LAKE ERIE
R. R.
F. S. Bodle, 31 Edwin st.,
Massillon, Ohio. C
H. F. Teeters, 10933 Hull ave.,
Cleveland, Ohio. S

WISCONSIN CENTRAL RY.
W. A. Redner, 3609 Prairie ave.,
S., Chicago, Ill. C
B. F. Bowen, Abbotsford, Wis. S

YAZOO & MISSISSIPPI VAL-
LEY R. R.
J. G. Jones, 302 McLeomore ave.,
Memphis, Tenn. C
W. G. Beanland, Peabody
Hotel, Memphis, Tenn. S

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1-BETHLEHEM, CLEVELAND, O., 2d & 4th Thurs., 1 p. m., O. R. C. hall, Pythian Temple. Mrs. S. L. McCutchin, Zoar Station, O.....P. Mrs. E. W. Marriott, 1448 E. 68th st.....S.	10-FRIENDSHIP, SCRANTON, PA., 2d & 4th Thurs., 2 p. m., over Erie & Wyoming depot, Dun- more, Pa. Mrs. Mary Miller, 116 Green Ridge st.....P. Mrs. S. J. Finnerty, 1610 Web- ster ave., Dunmore, Pa.....S.	22-LOYALTY, MASON CITY, IA., 2d & 4th Wed., 2 p. m., O. R. C. hall. Mrs. Hattie Stewart, Sherman P. Mrs. Maggie Wiley, 307 1/2 N. Main st.....S.
2-SURPRISE, DANVILLE, ILL., 1st Wed., 2:30 p. m. I. O. O. F. hall, N. Vermillion st. Mrs. Anna Sanderson, 723 N. Franklin st.....P. Mrs. Fannie Church, 913 N. Walnut st.....S.	11-ST. LOUIS, ST. LOUIS, MO., 1st & 3d Wed., 2:00 p. m., An- chor hall, Jefferson & Park. Mrs. G. F. Coleman, 4215 Rus- sell ave.....P. Mrs. S. Ryan, 4755 Cote Bril- lant ave.....S.	23-DENVER, DENVER, COLO., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall, 1543 Champs st. Mrs. B. F. Baldwin, 1812 Washington ave.....P. Mrs. Frank Spaulding, 3430 Wit- ter st.....S.
3-CAPITAL CITY, COLUMBUS, O., 1st & 3d Thurs., 2:30 p. m., K. P. hall cor 3d & Main. Mrs. D. C. Condon, 679 Den- nison ave.....P. Mrs. E. Higgins, 1339 S. High St.	12-AUTUMN LEAF, BELLEVUE, O., 2d & 4th Wed., 2:00 p. m., B. L. E. hall, Kilbourne st. Mrs. Nellie Zigler, 128 E. Main st.....P. Mrs. Daisey Horton, 521 E. Main st.....S.	24-ENDEAVOR, DEERY, PA., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall. Mrs. Minnie Forsha.....P. Mrs. Mary Shaffer.....P.
4-ANDREWS, ELKHART, IND., 2d Thurs., 2:00 p. m., McCan hall, Main st. Mrs. Emma Darling, 401 Ves- tula st.....P. Mrs. Marion Sortley, 215 Washington st.....st	13-DESOTO, DESOTO, MO., 2d & 4th Wed., 2 p. m., Jefferson hall. Mrs. W. V. Carson.....P. Mrs. H. M. True, box 616.....S.	25-MYRTLE, CHICAGO, O., 1st & 3d Tues., 2:00 p. m., B. R. T. hall. Mrs. D. T. Lloyd, box 413....P. Mrs. E. M. Forbes.....S.
5-ERICKSON, PHILADELPHIA, PA., 2d & 4th Wed., 2:30 p. m., Dental hall, 13th & Arch sts. Mrs. S. Horner, 4021 York Rd. P. Mrs. B. F. Wiltse, 3257 Wood- land ave.....S.	14-ENTERPRISE, OTTUMWA, IA., 2d & 4th Wed., 2 p. m., O. R. C. hall, Main & Market sts. Mrs. F. W. Jones, 113 N. Cherry P. Mrs. C. H. Jandrews, 123 Mor- rell st.....S.	26-AURA, COLLINGSWOOD, O., 1st & 3d Thurs., I. O. O. F. hall. Mrs. Geo. Nolen, 50 St. Clair st. P. Mrs. W. H. Moulton.....S.
6-BANNER, TOLEDO, OHIO, 1st & 3d Fri., 2:30 p. m., Pyth- ian Temple, Jefferson & On- tario sts. Mrs. Ida Hoover, 901 W. Wood- ruff ave.....P. Mrs. Millie Myers, Korea Flat No. 1.....S.	15-GALESBURG, GALESBURG, ILL., 2d & 4th Wed., 2:30 p. m., K. P. hall, South Cherry st...S. Mrs. G. E. Tracey, 341 N. Cham- bers st.....S. Mrs. C. M. Hill, 389 S. Acade- my st.....S.	27-LIMA, LIMA, O., 2d & 4th Thurs., 2 p. m., Mitchell hall, N. E. cor. Public Square. Mrs. M. H. Lynch, 812 S. Main P. Mrs. R. W. Peck, 644 S. Eliza- beth st.....S.
7-NEWARK, NEWARK, OHIO, 2d & 4th Fri., 2:30 p. m., O. R. C. hall, 17 1/2 S. Side Public sq. Mrs. W. C. Smith, 27 Buena Vista st.....P. Mrs. Clara Meanor, 103 s. 1st st. S.	16-ERIE, HUNTINGTON, IND., 1st & 3d Wed., 2 p. m., O. R. C. hall. Mrs. E. Conarty, 21 Lepold st. P. Mrs. W. S. Garr, 195 E. State. S.	28-TURNER, DENISON, TEX., 1st & 3d Thurs., 2:30 p. m., O. R. C. hall. Mrs. J. W. Glenn, 72 1/2 N. Houston ave.....P. Mrs. J. W. Sale, 800 Main st. S.
8-EASTERN STAR, SUNBURY, PA., 2d & 4th Wed., 2 p. m., Guy- er's hall. Mrs. Sara Conrad, 333 Race st. P. Mrs. Mary Pretyleaf, 228 Pine S.	17-BENEVOLENT, ST. JOSEPH, Mo., 2nd & 4th Fri., 2 p. m., I. O. O. F. Auditorium. Mrs. Cora D. Korner, 315 Market P. Mrs. Mattie M. Wright, 1406 s. 11th st.....S.	29-OLIVE BROOKS, McCOMB, MISS. 2d & 4th Thurs. 3 p. m. Mrs. R. E. McInturf.....P. Mrs. R. L. McLaurin.....S.
9-ROBT. PITCAIRN, PITTSBURG, PA., 2d & 4th Thurs., 2 p. m., 204 5th ave. Mrs. Fred Murphy, Walls Sta., Pa.....P. Mrs. J. A. Reinhart, 201 Midfin ave., Wilkinsburg, Pa.....S.	18-MAINE, CHILLICOTHE, O., 2d & 4th Thurs., O. R. C. hall. Mrs. E. R. Brewster, Hira st. P. Mrs. Bertha Williams, 742 E. Main st.....S.	30-PROSPECT, GARRETT, IND. Tues., 7:30 p. m., K. P. hall. Mrs. O. H. Betts.....P. Mrs. Etta Bell, Walsh st.....S.
	19-LINCOLN, DES MOINES, IA., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. hall, 6th and Locust st. Mrs. C. Keating, 5th & Crock- er sts.....P. Mrs. Inis Evans, 733 E. Locust S.	31-CHEYENNE, CHEYENNE, WYO. 1st & 3d Tues., 2:30 p. m., I. O. O. F. Hall, Eddy st. Mrs. D. M. Carley, 2409 Eddy P. Mrs. J. J. Fitzgerald, 711 E. 18th.....S.
	20-LINCOLN, DES MOINES, IA., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. hall, 6th and Locust st. Mrs. C. Keating, 5th & Crock- er sts.....P. Mrs. Inis Evans, 733 E. Locust S.	35-MT. TACOMA, TACOMA, WASH. 2d & 4th Tues., 2 p. m., Odd Fellows hall, 7th & Pacific av. Mrs. J. R. Calkins, 1144 South "E" st.....P. Mrs. Annie Page, 1914 South Tacoma av.....S.

36-ALBANY, ALBANY, N. Y.,
Alternat. Thurs., 2:30 p. m.,
Charter hall, 67 S. Pearl.
Mrs. W. J. Randall, 1122 First P.
Mrs. J. F. Kilmer, 1447 Broad-
way, Rensselaer, N. Y. . . . S.

37-COLUMBIA, CEDAR RAPIDS, IA.
1st & 3d Thurs., K. P. hall.
Mrs. W. R. Bradley, 511 1/4 1st
ave. E. P.
Mrs. F. C. Barber, 111 S. 6th. . . S.

38-GLORIA, OTTUMWA, IA., 1st
& 3d Wed., Firemen's hall, w.
Main St.
Mrs. F. M. Howard, 562 w.
4th st. P.
Mrs. F. C. Bell, 401 n. Clay st. S.

39-IDEAL, JACKSON, TENN., 2d
& 4th Tues., 3 p. m., Elks' hall.
Mrs. Robert T. Phillips, 429 E.
Chester st. P.
Mrs. P. C. Callahan, 370 N.
Royal st. S.

40-COLUMBIAN, BUFFALO, N. Y.,
1st & 3d Thurs., 2:30 p. m.,
E. Side Temple, Williams st.
Mrs. R. Stance, 132 Walter st. P.
Mrs. E. B. Matteson, 22 Wasson S.

41-ARKANSAS VALLEY, PUEBLO,
COLO., 2d & 4th Tues., 2 p. m.,
Amherst hall, cor. 2d & Main.
Mrs. T. P. Moyer, 19 blk. "M" P.
Mrs. Mayme E. Kelly, 514 W. 5th S.

42-BRIDGE CITY, LOGANSPORT,
IND., 2d & 4th Wed., 2:30 p. m.,
Ben Hur hall.
Mrs. Jessie Murphy, 1630 High P.
Mrs. Lillian Parks, 1830 Mar-
ket st. S.

43-GOLDEN ROD, ATLANTA, GA.,
2d & 4th Wed., 2:30 p. m., K. P.
hall, cor. Pryor and Hunter sts
Mrs. J. G. Garwood, 191 S.
Pryor st. P.
Mrs. D. S. Walraven, 184 W.
North ave. S.

44-DETROIT, DETROIT, MICH., 1st
& 3d Thurs., 2 p. m., Bantel
hall, Grand River & Griswold.
Mrs. J. N. Lovell, box 402,
Windsor, Ont. P.
Mrs. A. J. Hibbard, 61 Har-
mon ave. S.

45-RAPID TRANSIT, GRAND RAPIDS,
MICH., 2d & 4th Thurs.,
2:30 p. m., Majestic hall, N.
Park st.
Mrs. Carrie Westover, 79 1st av P.
Mrs. W. O. Bruner, 14 Pleasant S.

46-MARYLAND, CUMBERLAND,
Md., 1st & 3d Thurs., I. O. O.
F. hall.
Mrs. J. W. Pennington, 25
Virginia ave. P.
Mrs. Char. Schmutz, 85 High-
land st. S.

47-KEYSTONE, HARRISBURG, PA.
1st & 3rd Wed., 2 p. m., Maule
hall, 6th & Keller sts.
Mrs. E. E. Dare, 1941 N. 4th st. P.
Mrs. T. A. Leonard, 1729 n. 6th S.

48-DIXIE, CHATTANOOGA, TENN.,
1st & 3d Thurs., 2:30 p. m., K.
P. hall, 9th & Ga. ave.
Mrs. R. B. Stegall, box 145 Rose-
ville, Walker Co., Ga. . . . P.
Mrs. P. Gorman, 524 Douglas st. S.

49-PROSPERITY, EAGLE GROVE,
IA., 1st & 3d Thurs., 2:30 p.
m. Masonic hall.
Mrs. Geo. Trainor. P.
Mrs. W. R. Hammond, bx. 835 S.

50-DELAWARE, WILMINGTON,
DEL., 2d Thurs., 3:00 p. m. Ma-
sonic hall, 8th & Market sts.
Mrs. E. M. McCarroll, 708 Lom-
bard. P.
Mrs. O. E. Wellman, 1314
S. 51st st., Philadelphia, Pa. S.

51-KEKIONGA, FT. WAYNE, IND.,
1st & 3d Thurs., 2 p. m., 106
Calhoun st., O. R. C. hall.
Mrs. C. T. Matott, 1305 Horace P.
Mrs. W. H. Grout, 2611 Cal-
houn st. S.

52-IVY LEAF, PORT JERVIS, N. Y.,
2d & 4th Thurs., 3:00 p. m.,
Mondon hall, Pike st.
Mrs. Chas. Carley, 6 Brooklyn P.
Mrs. Wm. Luckey, 158 W. Main S.

55-MAGNOLIA, AUGUSTA, GA., 2d
& 4th Tues., 3 p. m., Redmen's
hall.
Mrs. W. W. McDowell, 440 Cal-
houn st. P.
Mrs. Thos. Kitchens, 437 Cal-
houn st. S.

56-IRON EMPRESS, ESCANABA,
MICH., 2d & 4th Wed., I. O. O.
F. hall.
Mrs. Elnora Wood, 117 Tilden
ave. P.
Mrs. Francis Valentine, 308 S.
Charlotte st. S.

57-HAZEL, HAZELWOOD PA., 1st
& 3rd Wed., 2 p. m., Trust hall.
Mrs. E. E. Ashbaugh, 66 Cust.
st., Pittsburg, Pa. P.
Mrs. P. J. Connors, 5252 2d
ave., Pittsburg, Pa. S.

59-MASCOT, BOSTON, MASS., 2d
Wed., 1:30 p. m., Engineers
hall, 164 Canal st.
Mrs. G. E. Marston, 240 River-
side av. P.
Mrs. C. P. Wherren, 55 Morton
st., Waltham, Mass. S.

60-JOS. YORK, MEADVILLE, PA.,
2d & 4th Wed., 2:30 p. m., I. O.
O. F. hall, Center st.
Mrs. Sara Hendry, Pine st. . . P.
Mrs. Wm. Rhodes, 320 Davis st. S.

61-CHARITY, SIOUX CITY, IA.,
2d & 4th Fri., 2:30 p. m., 5th
& Douglas st.
Mrs. F. J. Hoydar, 1130 22nd. P.
Mrs. W. F. Reinsh, 1118 15th S.

65-ARTERYOU, FOND DU LAC,
WIS., 1st & 3d Fri., 2:30 p.
m., G. A. R. hall.
Mrs. C. H. Bezan, 406 Wiscon-
sin ave. P.
Mrs. C. C. Hall, 153 Cherry st. S.

66-JUANITA, BLOOMINGTON, ILL.,
2d & 4th Thurs., 2:30 p. m.,
Jacoby hall, N. Main st.
Mrs. Ida Partridge, 602 W. Lo-
cust st. P.
Mrs. A. Reich, 204 W. Graham
st. S.

67-PINE CONE, PORTLAND, ME.,
3d Fri., 2:00 p. m., Rossini hall.
Mrs. D. J. Murphey, 178 Stev-
ens ave. P.
Mrs. E. I. Lowe, 7 Cherry st. S.

68-FOOTS, KANSAS CITY, MO.,
1st & 3d Thurs., 2:00 p. m., Ar-
lington hall.
Mrs. C. W. Fletcher, 17 N. 15th
st., Kansas City, Kan. . . . P.
Mrs. J. M. Patten, 104 West-
port ave. S.

70-NONPAREIL, CLINTON, IA., 2d
& 4th Wed., 2:30 p. m., K. P.
hall, 2d st.
Mrs. J. B. Hall, 225 6th av. . P.
Mrs. G. Morrison, 626 Stock-
holm st. S.

73-HAND IN HAND, BOONE, IA.,
1st & 3d Tues., 2:30 p. m., K.
P. hall.
Mrs. D. W. Whitehead, 328 Mo-
nons st. P.
Mrs. D. Patrick. P.

75-TRI-CITY, ROCK ISLAND ILL.,
1st & 3d Thurs., 2:30 p. m.
B. L. E. hall, 5th av. & 30th st.
Mrs. A. E. Curtis, 43 st & 7th av. P.
Mrs. C. Hibbard, 2730 7th ave. S.

76-ORTIZ, RATON, N. M., 1st &
3d Wed., 2:30 p. m., Mendel-
sohn hall.
Mrs. Marie Clark. P.
Mrs. Lizzie McIntyre, box 894 S.

77-POTOMAC, MARTINSBURG, W.
VA., 1st & 3d Mon., 2 p. m.,
I. O. O. F. hall.
Mrs. A. Burkhardt, 201 e. John st. P.
Mrs. E. C. Caskey, 635 e. 2d st. S.

78-FIRST CANADIAN, TORONTO,
CAN., 2d & 4th Thurs., 2:30 p.
m., Occident hall.
Mrs. J. Deavitt, 399 Palmers-
ton ave. P.
Mrs. Agnes Morrison, 64 Brock S.

79-GENESSEE, ROCHESTER, N. Y.,
1st and 3d Wed., 3 p. m.,
Damasus hall.
Mrs. J. D. Shults, 206 Eden-
burgh st. P.
Mrs. Eva M. Connor, 29 Vick
Park "A" S.

80-EMPIRE, ELMIRA, N. Y., 2d &
4th Fri., 3:00 p. m., Odd
Fellows Temple, W. Water st.
Mrs. H. Baker, Lower Maple. P.
Mrs. J. L. Durey, 412 Pleasant S.

81-MONUMENTAL, B A L T I-
MORE, Md., 1st & 3d Thurs.,
Wartsburg hall.
Mrs. C. Shipley, 208 Carey P.
Mrs. L. H. Bender, 403 North
Broadway. S.

82-

83-STAR OF UTAH, OGDEN, UTAH,
1st & 3d Thurs., 2 p. m., K. P.
hall.
Mrs. Fanny King, 314 23d st. P.
Mrs. Lula Campbell, Opera
House blk. S.

84-ANGEL CITY, LOS ANGELES,
CAL., 1st & 3rd Sat. evening,
I. O. O. F. hall, 220 S. Main st.
Mrs. C. M. Hitchens, 1718
Penn av. P.
Mrs. J. W. Patten, 437 W. 9th S.

85-SUNFLOWER, P A R S O N S,
KAN., 1st & 3d Thurs., 2:30 p.
m., A. O. U. W. No. 1 hall.
Mrs. Rebecca Jones 212 s. 16th P.
Mrs. Jennie Hudson, 1824 Craw-
ford ave. P.
Mrs. Olive Walls, 1513 Belmont S.

86-CORONPSIS, LINCOLN, NEB.,
2d & 4th Thurs., 2:30 p. m.,
209 S. 10th st.
Mrs. J. H. Chandler, 1944 "L" P.
Mrs. C. H. Holts, 2135 "Q" st. S.

87-HOUSTON, HOUSTON, TEX.,
1st & 3d Wed., 2:30 p. m., Red
Men's hall, 305 1/2 Main st.
Mrs. M. E. Ferguson, cor. Buf-
falo & German sts. P.
Mrs. W. Munzer, 923 Eighth st. S.

88-LAKEMONT, ALTOONA, PA.,
1st & 3d Thurs., 2 p. m.,
1321 11th ave.
Mrs. Angie McCormick, 819
1st ave. P.
Mrs. Mary Vance, 1309 11th st. S.

90-GRANGER, JACKSON, MICH.,
1st & 3d Wed. 2:30 p. m. Webb
blk., Jackson st.
Mrs. Jennie Turrell, 613 Cot-
tage av. P.
Mrs. Clara McCain, 312 w. Ma-
son st. S.

91-OREGON, PORTLAND, ORE.
2d & 4th Tues., 2:30 p.m. K. P.
hall, cor 11th & Alder sts.
Mrs. Frank Weidner, 835
Cleveland ave. P.
Mrs. Abbie L. Crocker, 985
Front st. S.

92-VILAS, VILAS, PA., 2d & 4th
Fri., 2 p.m., I. O. O. F. hall.
Mrs. Ida Kissell P.
Mrs. Anna Stutsman, box 75. S.

93-MERRIMACK, CONCORD, N. H.,
1st Tues. 10:30 a. m.
W. E. Marston, Blake st. S.
Mrs. H. B. Eaton, 24 Thompson
st. S.

94-ERIE, ERIE, PA.
Mrs. Alice Comerford, 455 W.
18th st. P.
Mrs. Mary Rainford, 907 Wal-
lace st. S.

95-ARBUS, EAST SYRACUSE,
N. Y., 2d & 4th Tues., 2:30 p.
m., Masonic hall. Perry block.
Mrs. C. Hughes, Center st. P.
Mrs. B. Hillegas, Yates st. S.

96-OLIVE BRANCH, MCKEE'S
ROCKS, PA., 1st & 3d Thurs., 2
p. m., Fraternal hall.
Mrs. S. Schofield, 505 Ells-
worth st. S.
Mrs. M. Collins, 110 8th st., Es-
selen, Pittsburg, Pa. S.

97-AURORA, AURORA, ILL., 2d &
4th Thurs., 2:30 p. m., Charle-
magne.
Mrs. Mary Yonker, LaSalle st. P.
Mrs. Hattie Lindsay, 260
Spring st. S.

98-COMO, ST. PAUL, MINN., 1st
& 3d Thurs., 2:30 p. m., Bowl-
by hall, 6th & Robert sts.
Mrs. T. R. Simpson, 960 Port-
land ave. P.
Mrs. J. E. Roper, 697 Laurel. S.

99-CHRYSANTHEMUM, OSAWAT-
OMIE, KAN., alternate Thurs.,
2:30 p. m., Eagle hall.
Mrs. M. Ruter, 843. P.
Mrs. E. H. Clark, box 843. S.

100-WHITE CITY, CHICAGO, ILL.,
2d & 4th Thurs., 2 p. m., Hall
512, Masonic Temple.
Mrs. J. M. Sewell, 657 W. 65th
st., Sta. O. P.
Mrs. Jennie Lehigh, 3575
Rhodes av. S.

101-FLOUR CITY, MINNEAPOLIS,
MINN., 1st & 3d Thurs., 2:30 p.
m., K. P. hall, Masonic Temple.
Mrs. Mary Langan, 2741 Fre-
mont ave., S. P.
Mrs. W. A. Marks, 3000 Harriet
ave. S.

102-MISSISSIPPI, WATER VALLEY
MISS., 2d & 4th Wed., home of
Sister Geo. Hadaway, 9:15a.m.
Mrs. T. J. Binford, Wood st. P.
Mrs. A. F. McNeil, 8 Church st. S.

103-INDIANAPOLIS, INDIANAPOL-
IS, IND., 1st & 3d Mon., 2 p.
m., O. R. C. hall.
Mrs. A. Morrison, 2411 E.
Washington st.
Mrs. Emma Joslin, 1209 E.
Vermont st. S.

104-PRIDE OF STREATOR, KAN-
KAKEE, ILL., 1st & 2d Thurs.,
2 p. m., Castle hall E. av.
Mrs. Jennie Howard, 5th av. P.
Mrs. A. M. Gardner, 542 In-
diana ave. S.

105-JEWETT, NEW ORLEANS, LA.,
1st & 3d Mon., I. O. O. F. hall.
Mrs. R. W. Smith, 4017 Canal P.
Mrs. C. W. Bradley, 1717 3d st. S.

106-TYGAARD, FT. WORTH, TEX.,
2d & 4th Thurs., 2:30 p. m., A.
O. U. W. hall, cor. 4th & Main
Mrs. W. R. Bell, 304 Bdw. P
Mrs. W. N. Foster, 1406 E. 1st. S.

107-CITY OF OAKS, OAKLAND, CAL.
1st & 4th Thurs., 2:30 p. m.,
Fraternity hall, 7th & Peralta.
Mrs. Mae Goodwin 914 e. 15th. P.
Mrs. Bertha Byers, 1410 9th st. P.

108-CARNATION, SPRINGFIELD,
ILL., 1st & 3d Wed., 3 p. m.
Odd Fellows hall, 4th & Monroe
Mrs. Minnie Nash, 816 S. 9th. P.
Mrs. Kate Castles, 1317 S. 6th
st. S.

109-PENELOPE, MERIDIAN, MISS.
2d & 4th Thurs., 2 p. m., K. P.
hall.
Mrs. Howard Langford, cor.
10th st. & 36th ave. P.
Mrs. J. B. Ramsey, 1518 25th. S.

110-WHITE ROSE, SAVANNAH,
GA., 1st & 3d Thurs., K. P.
hall, York & Banard sts.
Mrs. E. R. Carswell, 641 34th. W. P.
Mrs. R. L. Brake, 639 34th st. W. S.

112-FERN CLIFF, YOUNGWOOD,
PA., 1st & 3rd Wed., 2:30 p.m.
Sells hall.
Mrs. Ada Nepper, Turtle Creek,
Pa., box 395. P.
Mrs. Ella Repper, box 395 Tur-
tle Creek, Pa. S.

114-GREEN BAY, GREEN BAY,
WIS., 1st & 3d Tues., 3 p. m.
K. P. hall.
Mrs. F. H. Seymour, 802 Cora st. P.
Mrs. John Myers, 501 Mather
st., W. Green Bay, Wis. S.

115-IMPERIAL, UTICA, N. Y., 1st
and 3d Wednesdays, 1st Wed.
afternoon, 3d Wed. eve., Royal
Arcanum Temple, Devereux
st.
Mrs. Sara Sweeney. P.
Mrs. P. H. Eagan, Frankfort
st., Frankfort, N. Y. S.

116-YUANDA, NEWTON, KAN.,
2d & 4th Fri., 2:30 p. m.,
K. P. hall.
Mrs. M. J. Malony E. 4th st. P.
Mrs. Emma McNeil, 315 W. 6th st. S.

117-ALABAMA, BIRMINGHAM, Ala.,
1st & 3d Weds. 2:30 p. m. C.
O. B. hall.
Mrs. J. E. Berry, 2008 1/2 1st av. P.
Mrs. C. A. Hardwick, 1830 14th
ave. N. S.

121-DEWEY, CENTRALIA, ILL.,
2d & 4th Thurs., 3:00 p. m.,
I. O. O. F. hall.
Mrs. Wm. Rupp, 416 W. Broad-
way. P.
Mrs. W. E. Redus, 416 w. 2d
N st. S.

122-EASTER LILY, PEORIA, ILL.,
1st & 3d Wed., 2:00 p. m.,
Oak hall, Observation bldg.
Mrs. Dynda Winchester, 123
Redonia ave. P.
Mrs. Flora Peterson, 510 Mil-
man st. S.

123-VOLUNTEER, AUSTIN, MINN.,
2d & 4th Wed., 7:30 p. m.,
German hall, E. Water st.
Mrs. Fannie Terry, 418 E.
Bridge st. P.
Mrs. M. E. Warfield, 611 1st N. S.

125-MONETT, MONETT, MO., 2d
& 4th Wed., 2:30 p. m., Ma-
sonic hall.
Mrs. Mary Weightman. P.
Mrs. Lolo Wilkerson. S.

126-L. M. ALLEN, FT. SCOTT,
KAN., 2d & 4th Fri., 2:30 p.
m., Union hall.
Mrs. Belle Miller, 819 E. Wall. P.
Florence Richards, 102 S. Hill. S.

127-JUSTICE, MURPHYSBORO, ILL.,
2d & 4th Fri., 2:30 p. m., I. O.
O. F. hall.
Mrs. C. T. Smith, 1818 Walnut P.
Mrs. R. Breneman, 2032 Pine S.

128-GOLDEN RULE, DODGE CITY,
KAN., 1st Thur. 2:30 p. m.,
Masonic hall.
Mrs. Kitty Pond, Bx 168. P.
Mrs. Emma Corey, box 263. S.

129-GRAND VALLEY, GRAND
JUNCTION, COL., 2d & 4th
Thurs., Elks hall.
Mrs. Elizabeth Bedwell, 221
White ave. P.
Mrs. Sarah McHugh, 242 Pit-
kin ave. S.

131-BURNS, CRESTON, IOWA, 2d
Thurs., 2:30 p. m., Gibson hall
Pine st.
Mrs. A. P. Haley, S. Birch st. P.
Mrs. Sadie Lowery, 308 N. Y. av. S.

133-DONNER, SACRAMENTO, CAL.,
1st & 3d Mon., 8 p. m., Odd
Fellows hall.
Mrs. Celia Fisher, 1103 "Q" st. P.
Mrs. Alice Wright, 713 9th st. S.

134-YELLOW ROSE, PALESTINE,
TEX., 2d & 4th Tues., 2:30
p. m., K. P. hall.
Mrs. Robt. Hardman 707
Magnolia st. P.
Mrs. B. Bridgewater, 212 Rea-
gan st. S.

135-MOUNTAIN CITY, RENOV
PA., 2d & 4th Thurs., 2 p. m.,
I. O. O. F. hall, 2d floor.
Mrs. L. M. Haupt. P.
Mrs. Sarah E. Bressler, bx. 247. S.

137-LONE STAR, CLEBURNE, TEX.,
1st & 3d Wed., 2:30 p. m.,
Red Men's hall.
Mrs. Richard Clements, 512
North Anglin st. P.
Mrs. A. B. Honeycut, 817 N.
Anglin st. S.

138-QUEEN CITY, CINCINNATI,
O., 2d & 4th Thurs., 2 p. m.,
Douglas hall.
Mrs. M. Sullivan, 716 W. 9th. P.
Mrs. Belle Whitcomb, 2503
Price ave. S.

139-HOWARD, MILWAUKEE, WIS.,
1st & 3d Wed. 2 p. m., I. O.
O. F. Temple Grand ave.
Mrs. Elizabeth Sykes, 21 Mar-
tin Flats. P.
Mrs. Clara R. Cooper, 400 21st. S.

140-NARROWS, CUMBERLAND,
Md., 2d & 4th Thurs., White's
hall, Virginia ave. 2 p. m.
Mrs. R. A. Compton, No. 4
Browning st. P.
Mrs. J. C. Crogan, 122 Grand
ave. S.

141-OAK LEAF, BLUE ISLAND,
ILL., 1st & 3d Tues., Commer-
cial hall, Western ave.
Mrs. Elizabeth Carlin, Green-
wood ave. P.
Mrs. Kate McMahn, Gregory. S.

142-NEW YEAR, SPRINGFIELD,
Mo., 2d & 4th Tues., 2:00 p
m., K. P. hall, Commercial st
Mrs. Joe Sence, 2048 Washing-
ton ave. P.
Mrs. Clara E. Foland, 1527
Summit ave. S.

143-SYRACUSE, SYRACUSE, N.Y.,
2d & 4th Wed., 2 p. m. G. A.
R. hall
Mrs. H. H. Darling, 204 Fitch. P.
Mrs. M. Barnes, 129 Davis st. . . S.

144-WILLING WORKERS, KNOX-
VILLE TANN., 1st & 3d Wed.,
2 p. m. French & Roberts
Hall, cor. Gay & Depot.
Mrs. J. F. Keith, 206 E. Scott. P.
Mrs. J. W. Beathard, room
50, Watauga bldg. S.

147-MARGARET, EAST LAS VE-
GAS N. M., 1st & 3d Wed.,
K. P. hall.
Mrs. Chas. Fugate, 918 4th st. P.
Mrs. J. M. Leseney, 4th st. . . S.

148-MRS. J. H. MOORE COLORA-
DO CITY, COLO., 2d & 4th Fri.
Woodmans' hall, Colorado Sp.
Mrs. Mary Hamilton, 919 S.
Conjose st. P.
Mrs. Ella Roberts, 1633 Hays
st., Colorado Springs, Col. . . S.

149-CENTURY NORTH PLATTE,
NEB., 1st Wed. K. P. hall.
Mrs. Mary Cunningham . . . P.
Mrs. Beatrice Gilfoyl S.

150-SEGO LILY, SALT LAKE CITY,
UTAH, 2d & 4th Thur., 2:30 p.
m., K. P. hall, 261 S. Main st.
Mrs. Adeline Walker, 309 N.
2d West P.
Mrs. Sadie Hays, 127 W. 1st No. S.

152-NIPHO TUSCUMBIA, ALA.,
1st & 3d Thurs. 2 p. m., Pyth-
ian hall.
Mrs. R. L. Price P.
Mrs. J. B. McCory S.

153-STEHLA, DECATUR, ILL., 2d
& 4th Wed. K. P. hall.
Mrs. W. Scott, 967 Eldorado. P.
Mrs. Ina M. Bump, 420 e.
Marietta st. S.

154-NEW CENTURY, FREEPORT,
ILL., 2d & 4th Fri., 2:30 p.
m., I. O. O. F. hall.
Mrs. Jessie Reece, Benton st. P.
Mrs. M. T. Goodwin, 4 Union. . S.

155-SWITZERLAND, M A U C H
CHUNK, PA., 1st & 3d Thur.,
3 p. m., I. O. O. F. hall.
Mrs. Emma Mumbower, Cen-
ter st. P.
Mrs. W. Batdorf, 344 South st. S.

157-SEELEY DUNN, EVANSVILLE,
IND. 2d & 4th Thur., 2 p. m.
Dickman hall, 4th st.
Mrs. J. W. Erwin, 206 Arling-
ton st. P.
Mrs. L. B. Wultz, 708 Upper
3d st. S.

158-FIDELITY CHILLICOTHE, ILL.,
1st & 3d Fri., 2:00 p. m.,
Daugherty's & Frederick's
hall.
Mrs. Rose Sorrick P.
Mrs. Mary E. Anderson, R. R. 33 S.

159-THE GOLDEN WEST, GRAND
FORKS, N. D., 1st & 3d Tues.
3:30 p. m. K. P. hall.
Mrs. J. M. Cooper, 312 Chest-
nut st. P.
Mrs. W. A. Hill, 210 N. 7th . . S.

160-HIGH ROCK, HAGERSTOWN,
Md., 2d & 4th Thurs., Hose
hall, S. Potomac st.
Mrs. D. P. Blair, 18 Foundry. . P.
Mrs. B. B. Bender, 140 E.
Franklin st. S.

162-WYNOMA, HAILEYVILLE, I.
T., 1st & 3d Wed., Thur., Kali
Inia bldg.
Mrs. Martha Wells P.
Mrs. W. M. White, box 68. . . S.

163-ELLA STONE, SEDALIA, MO.,
1st & 3d Thur., 2:30 p. m., K.
P. hall, E. 5th st.
Mrs. Douglas Hughes, 1101 S.
Ohio P.
Mrs. J. A. Hukill, 714 E. Bdwy. S.

164-BINGHAMPTON, BINGHAM-
PTON, N. Y., 2d & 4th Thur.,
2:30 p. m., Parlor City I. O. O.
F. hall, 299 Chenango st
Mrs. A. P. Smith, 257 Chenan-
go st. P.
Mrs. E. Benedict, 569 State st. S.

165-PROSPECT POINT, TRINI-
DAD, COLO., 1st & 3d Fri., 2:30
p. m., Odd Fellows hall.
Mrs. Anna Drake, 240 Oak st. P.
Mrs. J. W. Staley, 422 E. 1st. S.

166-HINKLEY, RAWLINS, WYO.,
1st Tues., 2:30 p. m. K. P. hall.
Mrs. Eva Joyce P.
Mrs. L. H. Wright, box 169. . S.

167-PALM, MONTGOMERY, ALA.,
alt. Wed. 3 p. m., K. P. hall.
Mrs. J. M. McDowell, R. F. D.
No. 3 P.
Mrs. J. C. Elliott, 325 Catoma. S.

168-VICTOR, SAYRE, PA., 2d &
4th Thur., B. R. T. hall, Tal-
madge blk., Elmer ave.
Mrs. Amelia Dunn, 312 Che-
mung st. P.
Mrs. May Brougham, 415 Stev-
enson st. S.

169-MAPLE LEAF, HAMILTON,
ONT., 1st & 3d Wed., A. O. U.
D. hall, 26 McNab st.
Mrs. Thos. Pegg, 265 York st. P.
Mrs. William Cameron 266
McNab st. S.

171-OKREMA, SAPULPA, I. T., 1st
& 3d Mon. 2:30 p. m. Eagles
hall.
Mrs. Lola Hatfield P.
Mrs. Maud Van Ness, box 577. S.

172-DAYLIGHT SPECIAL, CLINTON,
ILL., 2d & 4th Tues., 2:30 p.
m., B. of L. F. hall.
Mrs. Nellie Daniels P.
Mrs. Susie I. Millan, s. East st. S.

173-SUCCESS, SLATER, MO., 2d
& 4th Wed., I. O. O. F. hall.
Mrs. Edith Alexander P.
Mrs. Julia Clamptit S.

174-EDGAR E. CLARK, MACON,
GA., 1st & 3d Wed., O. R. C.
hall, Polar st.
Mrs. G. L. Agee, 1327 3d st. . S.
Mrs. F. F. Martin, 461 2d st. S.

175-STANDING ROCK, MENA, ARK.,
2d & 4th Wed. 2:30 p. m.
Tobin hall, 5th st.
Mrs. Siota Butts P.
Mrs. Josie C. Allen, box 278. . S.

176-CAPE ROCK, CAPE GIRAR-
DEAU, MO.
Mrs. Eva Philipson, 310 Fred-
erick st. P.
Mrs. Grace Brownfield, 225 S.
Spanish st. S.

177-N. D. MAHER, BLUEFIELD,
W. VA., 2d & 4th Wed., 2:30 p.
m., Masonic hal. Bland st.
Mrs. E. M. Lyons, Rogers st. P.
Mrs. J. R. Johnson, 42 Rogers S.

178-FAIRVIEW, CARBONDALE, PA.,
2d & 4th Tues., I. O. O. F.
hall, s. Church st.
Mrs. Edna M. Harvey, 234
Canaan st. P.
Mrs. Mary C. Miller, 13 Drum-
mond ave. S.

179-ODY, PITCAIRN, PA., 2nd &
4th Fri., 2 p. m., Hohles hall,
Pitcairn Pa.
Mrs. J. S. Linglebaugh P.
Mrs. W. A. Himstead, box 411 S.

180-PASS CITY, EL PASO, TEX.,
1st & 3d Thur., 2:30 p. m., O.
R. C. hall.
Mrs. Flora Graves, 1001 n.
Florence st. P.
Mrs. Sadie A. Castles, 909 Ma-
goffin ave. S.

181-OKLAHOMA, SHAWNEE, O.
T., 1st & 2d Mon., 8:00 p. m.
G. A. R. hall.
Mrs. Bruce Hayes, box 614. . P.
Mrs. Wm. H. Harrah, 110 n.
Oklahoma st. S.

182-UNITY, SHERVEPORT, LA.,
2d & 4th Tues., 2:30 p. m., K. P.
hall, Market st.
Mrs. K. Alice Dean P.
Mrs. Nora Proud S.

183-LOVENIA CLARK, WATER-
LOO, IA., 2d & 4th Fri., 2:30 p.
m., B. L. E. hall.
Mrs. Nellie Sornborger, 321 Al-
mond st. P.
Mrs. Alice Lorden, 601 Logan
ave. S.

184-PERSEVERANCE, EAST ST.
LOUIS, ILL., 2d & 4th Wed.,
Music hall, 2 p. m.
Mrs. L. W. Cherrington, 621
Summit ave. P.
Mrs. W. C. Walkup, 2717 Bond
ave. S.

185-GEM OF THE MOUNTAINS,
POCATELLO, IDAHO, 1st & 3d
Thur., 2:00 p. m., Masonic hall.
Mrs. Mae Murphy, 556 Wyeth. P.
Mrs. Emma Hughart, 710 E.
Center st. S.

186-IRON QUEEN, TWO HAR-
BORS, MINN., 1st & 3d Tues.
2 p. m., K. P. hall.
Mrs. Bessie B. Boston, bx. 425. P.
Mrs. E. O'Rourke, box 803. . S.

188-HARTFORD, HARTFORD, CONN.
1st & 2d Mon. 8 p. m., G. A.
R. hall, Times bldg.
Mrs. V. A. Dailey, 19 Hamilton. P.
Mrs. P. Russell, E. Hartford,
box 205. S.

189-TWIN CITY, DENNISON O.,
2d Wed., 2 p. m., 4th Sat., 7:30
p. m., Golden Eagle hall.
Mrs. H. S. Aiken P.
Mrs. A. M. Bier S.

190-DIAMOND, JOLIET, ILL., 1st
& 3d Thur., 2:30 p. m. Castle hall
Mrs. Kittie Sherwood, 320 Lan-
dan ave. P.
Mrs. Della Norris, 1605 e. Wash-
ington st. S.

191-ESCHSCHOLITZIA, KERN
CAL., 2d & 4th Wed., 8:00 p.
m., K. P. hall.
Mrs. Inez Wallace, 520 "M" st. P.
Mrs. Nellie Guilfoyle, 514 "N" S.

192-LAUREL, BRECKEN-
RIDGE, MINN., 1st & 3d Tues.,
2:30 p. m., Masonic hall.
Mrs. Edna Laird, 211 N. 4th st. P.
Mrs. Minnie O'Kane 220 s. 4th. S.

- 193-WESTERN STAR, SUPERIOR, WIS., 1st & 3d Tues., 2:30 p. m., Odd Fellows Temple.
Mrs. Amos Tullis.....P.
Mrs. W. P. Doksie.....S.
- 194-EUREKA, YOUNGSTOWN, O., 2d & 4th Wed., 2 p. m., Old Carpenter's hall.
Mrs. Ed. Reese, 1041 Wilson av. P.
Mrs. John Clemens, 150 Marion S.
- 195-CHICKASAW, MEMPHIS, TENN., 1st & 3d Tues., I. O. O. F. bldg.
Mrs. A. M. King, 353 McLe-more ave.....P.
Mrs. A. B. Middlebrook, 183 Georgia ave.....S.
- 196-ANTHRACITE, TAMAQUA, PA., 1st & 3d Thurs., 2 p. m., I. O. O. F. hall, Broad st.
Mrs. Margaret Minier cor. Broad & Lehigh sts.....P.
Mrs. Martha Pink, 258 Clay st. S.
- 197-COKE REGION, CONNELLSVILLE, PA., 1st & 3d Wed., I. O. O. F. hall.
Mrs. Carry Bittner, 153 Arch. P.
Mrs. J. R. Dunlap, 408 Cedar S.
- 198-PHIL SHERIDAN, SHERIDAN, WYO., 1st & 3d Thurs., 2:30 p. m. K. P. hall.
Mrs. Lena Baker, box 653....P.
Mrs. Ethel Barr, 468 Marion st. S.
- 199-LA RUE, NASHVILLE, TENN., 1st & 3d Wed., 2:00 p. m., Odd Fellows hall, Church & 6th ave. N.
Mrs. Geo. Adams, 304 12th av. S. P.
Mrs. B. F. Jones, 1403 Sigler st. S.
- 200-MANHATTAN, NEW YORK CITY, 2d & 4th Thurs., 2:30 p. m., Corinthian hall, Terrace Garden.
Mrs. J. E. Hutchinson, 149 S. 11th ave., Mount Vernon, N. Y.....P.
Mrs. T. F. Coughlin, 748 Atlantic st. Stamford Conn..S.
- 201-WABAS, MO., 2d & 4th Tues., Kothwell bldg.
Mrs. M. B. Cowan, 218 S. Wil-lams st.....P.
Mrs. R. L. Carter, 407 S. Clark S.
- 203-ANNA P. CONLISK, HILLSBORO, TEX., 1st Wed., 2:30 p. m., B. R. T. hall.
Mrs. Dora McKee, 209 Mat-hew ave.....P.
Mrs. W. P. Williams, 229 S. Waco st.....S.
- 204-ALFALFA, DALHART, TEX., 1st & 3d Thurs., 2:30 p. m.
Mrs. C. Gilbert.....P.
Mrs. J. A. Cook.....S.
- 206-TINSMAN, TRENTON, MO., 2d & 4th Wed., I. O. O. F. hall.
Mrs. Olga Meranda, 302 Lincoln P.
Mrs. Hattie Bailey, 209 Marble S.
- 207-ROCKY MOUNTAIN, MISSOULA, MONT., 2d & 4th Sat., 7:30 p. m., Elks' hall.
Mrs. Anna Byall, 425 N. 3d st. P.
Mrs. Hattie Murray, 518 N. 3d S.
- 208-ORANGE BLOSSOM, SAN BERNARDINO, CAL., 2nd & 4th Thurs., 2:00 p. m., Native Sons hall.
Mrs. Alice Mathews, 244 Carter. P.
Mrs. F. C. Phillips, 855 6th st..S.
- 209-ST. ELMO, ST. ELMO, ILL., 1st & 3d Thurs., 2:30 p. m. I. O. O. F. hall.
Mrs. Lida Henderson, box 367. P.
Mrs. A. W. Stanford, box 377. S.
- 210-HOPE, PRINCETON, IND., 2d & 4th Wed., 2 p. m., K. P. hall.
Mrs. Wm. Munier, 319 W. Munroe st.....P.
Mrs. Chas. Chamberlain, 818 S. Main st.....S.
- 211-VIOLET, SALAMANCA, N. Y., 1st & 3d Thurs., 2:30 p. m., Union hall, Main st.
Mrs. Mary Stoddard, 45 River. P.
Mrs. Lida Wornack, 23 Clin-ton st.....S.
- 212-SAN ANTONIO, SAN ANTONIO, TEX., 1st & 3d Fri., 3 p. m., K. P. hall.
Mrs. C. W. Seamands, 713 Morales st.....P.
Mrs. H. C. Gillett, 326 Sher-man st.....S.
- 213-PARKINSON, HORNELL, N. Y., 2nd Thursday., 2 p. m., B. L. E. hall, Main st.
Mrs. Sarah Parkinson, 42 E. Main st.....P.
Mrs. Electa L. Pratt, 221 Main S.
- 214-RIVERSIDE, ASHTABULA, O., 1st & 3d Wed., 2 p. m., Tyler block, Main st.
Mrs. Minnie McBride, 13 Nathan P.
Mrs. Anna Dennis, 344 West..S.
- 215-THOMAS FITZGERALD, FAIRMOUNT, W. VA., 1st & 3d Thurs., Odd Fellows hall.
Mrs. F. H. Brumage, Market st., 1st ward.....P.
Mrs. W. R. Riggs, Ogden av...S.
- 216-SEATTLE, SEATTLE, WASH., 1st & 3d Fri., Carpenters hall, 4th & Pine st.
Mrs. Rosemond Tieman, 206 Summit ave. N.....P.
Mrs. Agnes P. Andrus, Irving hotel, Tacoma, Wash.....S.
- 217-PINE BLUFFS, CHADRON, NEB., 1st & 3d Tues.
Mrs. Maggie Donahue.....P.
Mrs. Phoebe Niles.....S.
- 218-CHAMPAIGN, CHAMPAIGN, ILL., 2d & 4th Thurs., 2:30 p. m., Engineers' hall.
Mrs. J. I. Patterson, 213 W. Vine st.....P.
Mrs. M. F. Cooper, 206 W. John S.
- 219-YOSEMITE, FRESNO, CAL., 1st & 3d Wed., 7:30 p. m. K. of Columbus hall.
Mrs. S. E. Henderson, 110 Thesta st.....P.
Mrs. Nellie Wilson, box 1284..S.
- 220-EAST ROCK, NEW HAVEN, CONN., 1st & 3d Thurs. I. O. O. F. hall, 95 Crown st.
Mrs. W. B. Perkins, 1245 State P.
Mrs. T. Hinchv. 122 Rosette st. S.
- 221-PEERLESS PRINCESS, WICHITA KAN., 1st & 3d Wed., 2:30 p. m., Maccabee hall.
Mrs. Elizabeth Nichols, 244 Pattie ave.....P.
Mrs. Mrs. D. M. DeFrance, 243 N. Waco ave.....S.
- 222-SPOKANE, SPOKANE, WASH., 1st & 3d Thurs., 2:00 p. m., Frat-ernal hall.
Mrs. Isabelle Shannon, 1623 At-lantic st.
Mrs. G. T. Bushnell, 1301 E. Newark ave.....S.
- 223-TIDEWATER, COLUMBIA, PA., 2d & 4th Thurs., Keystone hall.
Mrs. Mary Lebegern, 138 S. 4th. P.
Mrs. Callie May Thompson, 754 Locust st.....S.
- 224-FIRST CAROLINA, COLUMBIA, S. C., 1st & 3d Thurs., 3 p. m. Browns hall, 1730½ Main st.
Mrs. G. W. Florence, 2324 Wash-ington st.....P.
Mrs. F. L. Shillito, 2007 Plain S.
- 225-MT. KATAHDIN, BANGOR, ME., 2nd Sun., Essenic hall.
Mrs. H. C. Bean, 91 Buck st..P.
Mrs. E. W. Cook, 48 High st., Waterville, Me.....S.
- 226-GOLDEN GATE, LIVINGSTON, MONT., 2d & 4th Tues., 2:30 p. m., Masonic hall.
Mrs. Alice Cornwell, 409 E. Callender st.....P.
Mrs. Isabel Mathews, 117 n. "C" st.....S.
- 227-POCAHONTAS, RICHMOND, VA., 1st & 3d Thurs., Frat-ernal hall, 215 W. Broad st.
Mrs. L. W. Smith, 2017 Venable. P.
Mrs. L. A. Willeford, 1206 19th S.
- 228-RHODE ISLAND, PROVIDENCE, R. I., 1st & 3d Wed., 2:30 p. m., Atwells' hall, 402 Westminster st.
Mrs. J. J. Helmer, 11 Pallas st. P.
Mrs. Calista G. Crumley, 128 Broadway.....S.
- 229-HUTCHINSON, SPRINGFIELD, MASS., 1st & 3d Tues. 2:30 p. m. McKinney bldg., Fraternity hall, 535½ Main.
Mrs. Chas. Smith, 70 Hill st...P.
Mrs. H. E. Lockwood, 271 Fulton S.
- 230-BATTLE CREEK, BATTLE CREEK, MICH., 1st and 3d Fri. 2:30 p. m., B. of L. E. Club Rooms, N. Madison st.
Mrs. C. K. Greyson, 103 Marsh-all st.....P.
Mrs. C. R. Pond, 53 High st...S.
- 234-ROANOKE, ROANOKE, VA., 1st & 3d Fri., 3 p. m., Pyth-ian hall.
Mrs. T. A. Gregg, 1116 Jeff-erson st.....P.
Mrs. Sadie Garrison, 1009 3rd Ave. N. W.....S.
- 235-PRIDE OF NO. 447, CARNEGIE, PA., 1st & 3d Thurs., 1:30 p. m., Masonic hall.
Mrs. J. M. Vail, Sheridanville. P.
Mrs. V. Durlevy, Sheridan-ville, Pa.....S.
- 236-CASCADE, NEW CASTLE, PA., 1st & 3d Thurs 2 p. m. Smiths hall.
Mrs. Susie Morriay, W. Cherry. P.
Mrs. D. M. Lovejoy, 19 Madison S.
- 237-PRAIRIE CITY, TERRE HAUTE, IND., 2d & 4th Wed. 2 p. m., Swope hall, cor. 7th & Ohio st.
Mrs. M. W. Haufin, 1420 S. 16th. P.
Mrs. E. S. Hardy, 308 N. 15th. S.
- 238-J. H. NEWTON, LAFAYETTE, IND., 2d and 4th Wed. 2:30 p. m. Red Men's hall.
Mrs. Eva G. Newton, 1202 Tippecanoe st.....P.
Mrs. Mearl Thornburg, 519 N. 12th st.....S.
- 241-PALMETTO, GREENVILLE, S. C., 2d & 4th Thurs.
Mrs. J. C. Arwood, 837 w. Washington av.....P.
Mrs. Will Biers, Augusta av...S.
- 242-OMAHA, OMAHA, NEB., 2d & 4th Thurs. 2 p. m., Brights Society hall, 19th & Farnam.
Mrs. Bertha K. Wadsworth, 1512 Binney.....P.
Mrs. Della Sleeper, 2826 Sher-man av.....S.
- 244-PERU, PERU, IND.
Mrs. Margaret Gleason, 222 w. 5th st.....P.
Mrs. Fannie Laffin, 566 w. 3d. S.
- 300-EL CAPITAN, SAN FRANCISCO, CAL., 1st & 3d Sat., 2:30 p. m., Mission hall.
Mrs. Florence Edwards, 820 54th st., Oakland, Cal.....P.
Mrs. Maud Murray, box 164, Sausalito, Cal.....S.

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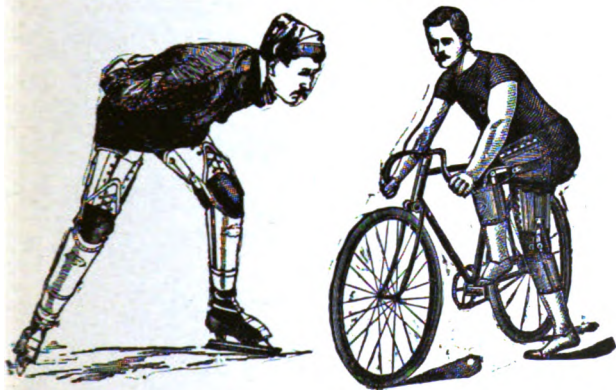
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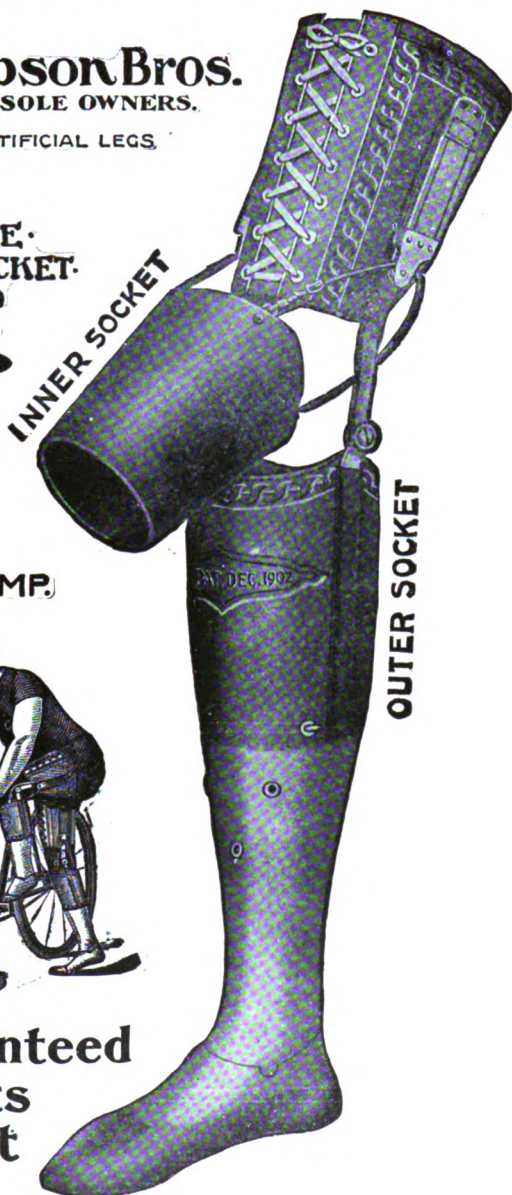


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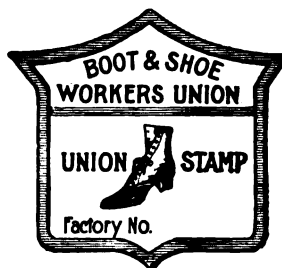
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VOL. XXIV.

CEDAR RAPIDS, IOWA, APRIL, 1907.

No. 4.

National Labor Federations in the United States.

BY WILLIAM H. KIRK, PH. D.,

Instructor in Political Economy in Brown University.

[From Johns Hopkins University Studies in Historical and Political Science.]

CHAPTER III.

FUNCTIONS.

From a review of the structural differences existing among general labor federations, outlined in the preceding chapter, attention may now properly be directed to a comparison of their respective activities in certain typical fields. This will involve a survey of the policies of the several federations with reference to (a) jurisdictional disputes, (b) the enlistment of new members, (c) the union label, (d) co-operation, (e) boycotts and strikes, (f) the eight-hour day, and (g) politics and legislation.

(a) One of the chief advantages of a strong federation is its ability to adjust the frequent jurisdictional disputes that arise between unions. A serious weakness of trade unions in their relation with one another has heretofore been the attempts of aggressive organizations to gain larger jurisdiction, regardless as to whether the added control has or has not been at the expense of other unions. One purpose of federations is, therefore, to bring about a clear understanding so that each union may control a certain trade or industry without interference from other unions.

In marked contrast to the effective power of the general executive board of

the Knights of Labor to settle jurisdictional disputes, the executive council of the American Federation is narrowly limited in this field. Acting in a judicial capacity the council has little power to enforce its trade jurisdiction decisions—the real test of authority. The severest penalty which may be inflicted on a union for disobedience is suspension or expulsion from the federation; and this is not considered a great hardship.

An example will serve to make the gravity of the situation clearer. The United Brewery Workmen included in their organization engineers and firemen. The national unions of these two trades, separately organized, also claimed jurisdiction over the brewery engineers and the brewery firemen; but as this claim was not allowed by the United Brewery Workmen, a long, bitter struggle followed in which the American Federation took an active part. The executive council rendered conflicting decision at different times, but since 1902 it has consistently granted jurisdiction over the brewery engineers to the International Union of Steam Engineers, and over the brewery firemen to the International Brotherhood of Stationary Firemen. Recently the American Federation has threatened to suspend the Brewery Workmen, but the latter refuse to

obey and are awaiting the next move on the part of the Federation.(1)

The slight influence of the executive council of the American Federation of Labor in jurisdictional disputes is due partly to the composition of the council. In 1904-05 the members of the executive council consisted of a cigarmaker, a granite cutter, a miner, a glass bottle blower, a wood worker, a retail clerk, a tailor, a printer, a machinist, a plumber, and a longshoreman. The ordinary trade unionist naturally dislikes to have his trade affairs settled by a board whose members are unfamiliar with conditions in that particular trade.(2)

Again, the absence of a central defense fund and the maintenance of separate treasuries by the national unions apart from that of the Federation, form elements of weakness whenever the council has occasion to enforce its decisions. To prevent, as far as possible, jurisdictional disputes, the constitution of 1901 provided that no charter should be granted by the American Federation of Labor to any national or international union without a positive and clear definition of the trade jurisdiction claimed by the applicant.(3)

The American Labor Union undertakes more definitely the task of settling jurisdictional disputes by giving to its executive board authority to determine the respective jurisdictions of all national, international or local unions, when not otherwise determined by the constitution. A clause in the constitution declares that all employees, irrespective of trade, craft, occupation, or calling, engaged in one industry "shall be eligible to membership in and under

the jurisdiction of a national or international chartered union having jurisdiction over that industry."(4) Prior to 1903 the American Labor Union was inclined to avoid the responsibility of a decision affecting two or more of its branches. Thus, a resolution adopted in 1901 at the fourth annual session declared that the Union had frequently been urged to settle jurisdictional differences between affiliated bodies, that these appeals had multiplied without resulting in permanent good, and that in future the federation would act as arbitrator only in cases in which the unions directly interested should agree to submit the question, and to abide by the decision of an impartial board.(5) At the present time, however, with each local an industrial union and each national an alliance of all the locals in a particular industry, jurisdictional disputes are less likely to occur. (6)

When an inter-union dispute actually does occur, the power of the American Labor Union is not weakened by the causes noted above with respect to the American Federation. The executive board of the Labor Union in the first place is more representative than that of the Federation, containing one member from each national or international union and one member for every four thousand members in local unions attached to the Union.(7) In the second place, the American Labor Union has a growing defense fund controlled almost absolutely by its officials.(8)

(b) The activity of the Knights of Labor and the American Federation of Labor in carrying out their respective plans of organization resulted from time

(1)The Brewery Workmen assert that they had the same right to the men who work in and around the brewery, as the United Mine Workers have over those who work in and around the mine. For this reason they say, the American Federation is inconsistent when it makes demands on the United Brewery workmen, and allows the United Mine Workers to admit engineers, firemen, blacksmiths, drivers, etc.

(2)Thus we find the allied trades federations like the International Building Trades Council and the Structural Building Trades' Alliance, organized to deal with questions peculiar to the industry; see post pp. 79 et seq.

(3)In 1902 the controversy between the International Association of Machinists and the Amalgamated Society of Engineers was referred to the executive council which revoked the charter of the Engineers. The convention held in November, 1902, indorsed this action; see American Federation of Labor, proceedings, 1902, pp. 57, 205.

(4)Constitution, American Labor Union, 1903, Art. IV, sec. 19, and Art. X, sec. 4.

(5)American Labor Union, Fourth Annual Convention, 1901, p. 75.

(6)For instance, where all men engaged in mining are in the miner's union, there is little room for the claim of another union. But with the present rapid changes in industry, if each branch be organized according to trade or craft endless complications may arise.

(7)Constitution, American Labor Union, Art. IV, sec. 1.

(8)See post, p. 67.

to time in serious misunderstanding. Any agreement in nature of a *modus vivendi* would have prevented ill-feeling. But personal enmity among the leaders, who steadily refused to recognize the claims of the rival federation, delayed a permanent understanding. As each side persisted in its efforts to include all wage-earners, the circles of activity intersected giving rise to dual authority on the part of the federations and divided allegiance on the part of individual members.(9)

The Knights of Labor, relying on the full control exercised by the General Assembly over all branches in case of dispute, were anxious to secure as members persons already affiliated with local and national trade unions. This policy often led the Knights into sharp conflict with the national trade unions. The Secretary of the Bricklayers and Masons' International Union, an organization whose attitude toward the Knights of Labor is fairly typical of the period, declared in an official statement: "We claim that a district assembly of Knights of Labor masons, in or near a locality where a branch of our organization exists, is a direct injury to the advancement of our craft, for we claim and demand that all men following a distinct calling having a national or international trade union in existence should be required to join the order of his calling and no other so that all may be members of a parent organization."(10)

The American Federation of Labor from the very beginning opposed dual organization in any one trade. Where dual affiliation did exist, as, for example, in the printing, hat, cigar, and brewing industries, and where individuals were members both of a union and of the Knights of Labor, strict autonomy could not be maintained. Consequently, the American Federation discouraged all efforts of the Knights of Labor to organ-

ize into district and national trade assemblies such trades as already had a national trade union.

The question came up for settlement at repeated conferences, the Federation adhering throughout to its original stand against dual affiliation in a single trade. At a meeting held in Philadelphia, 1886, between representatives of the Knights of Labor and of the national trade unions, the latter proposed as the basis of an adjustment, that the "charter of any Knights of Labor assembly or any trade having a national or international union should be revoked and the members of the same be requested to join a mixed assembly or form a local union under the jurisdiction of their national or international union."

Renewed efforts were made from time to time to reach a settlement. The American Federation of Labor promised in 1889 that, should the Knights of Labor "discountenance and revoke the charter of all trade assemblies or districts within the order, the Federation would agree to urge its members and all working people to become members of mixed assemblies of the Knights of Labor." The adoption of this plan would have given the national unions affiliated with the Federation complete control over their respective fields in all trade matters, and would have left to the local and district assemblies of the Knights the work of intellectual, social and political improvement. In other words, the Knights of Labor, divested of all trade authority, would have become the central reform bureau of the labor movement.(11) The Knights, however, refused to accept the terms proposed, and the Federation decided at the annual convention of 1894, that "no meeting or conference with the Knights of Labor officials shall be held until they declare against dual organization in any one trade."

(9) A circular issued by the 1882 convention of the Federation of Organized Trades and Labor Unions declared: "The open trades unions, national and international, can and ought to work side by side with the Knights of Labor, and this would be the case were it not for men over-zealous or ambitious. Each should understand its proper place and work in that sphere."

(10) Bricklayers' and Masons' International Union, Secretary's Report to the Twenty-first Annual Convention, 1887.

(11) It is worthy of note that during this period of agitation against dual organization, some ten or more trade assemblies acting efficiently as trade organizations existed within the Knights of Labor.

The opposed principles of the two organizations met in a single issue,—the mutual recognition of working cards. The matter was vital to each organization. If the Federation and the national trade union did not recognize the mixed assembly as bona fide locals, then the members were not union men and could not work with union men in closed shops. On the other hand, if the working card of the Knights of Labor were respected by the trade unions, the members by that act gained status as union men, and the Federation practically lost its fight for trade autonomy.(12)

In 1886, when the committee of trade unions suggested a permanent truce, the Knights of Labor proposed the mutual exchange and recognition of working cards,—“the card of any member of the Order admitting him to work in any union shop, and the card of any union man admitting him to work in any Knights of Labor shop.”(13) The Federation of Labor refused to concede this position on the ground of self-preservation, since black-listed and expelled members of trade unions or men hostile to trade unionism could be initiated into the Order. Thereafter, trade unions would be obliged to accept the cards of these non-union men. Although the Knights of Labor denied having any such intention, the existence of the power remained a menace as long as the standards of the two federations with regard to union membership were different. On the other hand, the Knights of Labor suffered if the plan for the mutual recognition of working cards was unsuccessful. Where a temporary alliance of forces was necessary, as in a sympathetic strike, the Knights could hardly be expected to work shoulder to shoulder with unionists, if at the conclusion of the struggle the trade unions could boycott the members of the Order by refusing to recognize their working card.

The unfavorable attitude of the Federation meant little to the Knights in

1886 when the Order was strong and influential. With the growth of the trade union spirit, and the corresponding decline of the mixed assembly, the situation became more serious. No adjustment or compromise was ever reached, and it was only when the Knights of Labor ceased to hold an important position in the labor movement that the question at issue between the organizations practically settled itself.

Up to the present time, the relations between the American Federation and the American Labor Union have been less unfriendly, although the American Federation has discouraged the independent western movement. Two delegates were sent to the 1902 convention of the Western Labor Union in the interest of international federation, one of whom in his address declared: “You cannot have two organizations in America claiming the same jurisdiction without friction, it is difficult enough for international organizations to live to-day. We ask every wage-earner, organized and unorganized, to go into their local unions and to see that those local unions are affiliated with their national organizations, and that those national organizations should stand for unity,—namely, the American Federation of Labor.”(14) These advances of the American Federation were not received with favor, and a short time thereafter the secretary-treasurer of the American Labor Union in his annual report said: “With all respect to those thousands of really earnest and sincere unionists who are members of the American Federation of Labor, it must be said that the attitude of the general officers and executive council of that organization during the past year has been such as to merit the supreme contempt of real unionists everywhere.”(15) The American Labor Union has indeed made efforts from time to time to win over certain eastern unions already affiliated with the American Federation of Labor.

(c) The trade label was first used by a

(12) Proceedings, Fourteenth Annual Convention, American Federation of Labor, 1894, p. 66.

(13) Report of Committee of Conference: Knights of Labor and Trade Unions, 1886, p. 3.

(14) Proceedings, American Labor Union, 1902, pp. 40-42.

(15) Report of the Secretary-Treasurer, Sixth Annual Convention, 1903, American Labor Union.

local cigarmaker's union in San Francisco, in 1874, to distinguish American made cigars from the work of competing Chinese Coolies. Local assemblies of cigarmakers were active in the Knights of Labor as early as 1882, but apparently no difference manifested itself between the assemblies and the unions with respect to the label. The Journal of the Knights of Labor declared in November, 1882, "Both organizations, the Knights and the Cigarmakers' International Union, have a common purpose in trying to protect the product of union labor." Unfortunately, however, whereas the Cigarmakers' Union had adopted a blue label as the stamp of union goods, the Knights of Labor wishing a distinctive mark, chose a white cigar label. As a result, the harmony at first present soon gave way to keen competition between the organizations, growing more and more intense, until it became bitter rivalry and open conflict.

The American Federation, as we have seen, exerted its influence in favor of the national trade union. Had the Federation recognized the labels of the Knights of Labor, the latter organization would have been virtually granted full rights as a union, and vested with co-ordinate authority in the conduct of trade affairs. To prevent this condition, the proposed "treaty" of 1886 contained the provision: "The Knights of Labor shall not establish or issue any trade mark or label in competition with any trade mark or label now issued, or that may hereafter be issued by any National or International Union."⁽¹⁶⁾ The Knights of Labor, however, regarded themselves as pioneers in the use of the label and refused to give up its use. At subsequent conferences between representatives of the Knights of Labor and the American Federation, the two organizations insisted on their respective demands without definite result.

The methods employed by the Knights

and the Federation in extending the use of the label have been largely influenced by their structural differences. The Knights of Labor, highly centralized, issue labels from headquarters, and vest in the general executive board complete control over their distribution. The American Federation, on the other hand, makes no attempt to control the labels of national and international unions, merely indorsing and advocating those already adopted.⁽¹⁷⁾

In order to gain uniformity and more particularly to prevent counterfeiting, a universal label has from time to time been suggested. The general executive board of the Knights of Labor in 1884 actually adopted a general label to be used upon all goods manufactured or sold by members, but this device was soon replaced by individual trade labels.⁽¹⁸⁾ In 1900 the officials of the American Federation obtained a legal opinion to the effect that counterfeiting could be better punished if all unions should surrender their labels and adopt that of the Federation of Labor. Inasmuch as this would involve the surrender by each union of some part of the very trade autonomy for which the Federation had always contended and the recognition of the Federation as a sovereign body, at least for the purpose of "issuing, controlling, protecting, and defending the universal label," the step recommended has not been taken.⁽¹⁹⁾

Prior to the annual convention of 1903, the label policy of the American Labor Union was similar to that of the Federation of Labor. Thus, at the third annual session resolutions were adopted favoring the labels of certain unions, and pledging the support of the Union to the United Brewery Workmen and the Cigarmakers' International Union in their efforts to extend the use of the trade label. The convention of the following year declared. We, the members of the Western Labor Union, do

⁽¹⁶⁾Report of Committee of Conference: Knights of Labor and Trade Unions, 1886, p. 3.

⁽¹⁷⁾Only local and federal labor unions directly attached to the American Federation receive their labels from national headquarters.

⁽¹⁸⁾Proceedings, General Assembly, 1884, pp. 624-625.

⁽¹⁹⁾American Federationist, December, 1900, pp. 376-377; Proceedings, American Federation of Labor, 1900, p. 30.

hereby pledge ourselves to assist those organizations handling union goods by demanding and purchasing no other class of goods than those which bear the union label." (20) Finally, at the sixth convention, the committee on resolutions recommended that the union label adopted by the American Labor Union be the only label issued by any local, national, or international union or organization affiliated with the national federation, and that the only difference permitted be with respect to the size and shape of the uniform design. (21) By accepting this report the convention practically established a universal label for all branches of the American Labor Union.

(d) It is clear that the founders of the Knights of Labor conceived an industrial system in which men should work for themselves instead of for others. For such an undertaking, the structure of the Knights was far superior to that of the rival federation. The mixed assembly admitted men in many walks of life, and controlled demand as well as production. If a trade local embarked on a co-operative enterprise, the chances of success were minimized by virtue of the limited number directly concerned; but when a mixed local, in a community organized into Knights of Labor assemblies, ventured on independent production, the collective patronage affiliated therewith assured a market. As the local became the factory, the district or union of neighboring locals developed into the exchange.

Two schools of thought early differentiated themselves in the Knights of Labor. The one advocated an aggressive policy of strikes in order to enforce demands. The other, representing the conservative element, emphasized the futility of strikes as a factor in attaining permanent reform. It was due to the

influence of the peace adherents that co-operation found persistent encouragement. In June, 1882, a co-operative fund, with a compulsory feature attached was established. From this fund investments were made and enterprises started as the financial condition of the Order justified. The compulsory nature of the law, however, proved a serious defect and soon led to the adoption of an amendment making contributions voluntary. (22)

With modified machinery, the officials thereafter sought to realize, at least in some degree, the industrial state conceived as an ultimate aim of the movement. Experiments in co-operative stores, factories, and institutions, were reported in 1882 from seventeen out of one hundred localities. In 1887 the general co-operative board, which had been created for the purpose of encouraging and conducting co-operative enterprises, announced that eight halls and buildings, eleven newspapers and fifty-four workshops, factories, etc., were conducted on a co-operative plan. (23) The general result of such ventures was disappointing. Probably the chief cause of failure was the lack of business experience in the management of the co-operative enterprises. Such undertakings ordinarily originated in a strike or lockout, where men entered upon the project with funds drawn from the central treasury. As soon as the trouble ceased, and choice had to be made between a safe situation and participation in a risky venture, the enthusiasm rapidly abated. The small confidence placed in the managers and the opposition encountered on all sides from independent producers were also important influences in the business failures of the Knights. (24)

The ideal of co-operation, as conceived by the Order, included the establish-

(20) Proceedings, Fourth Annual Convention, Western Labor Union, 1901, p. 72.

(21) Proceedings, Sixth Annual Convention, American Labor Union, 1903, p. 78.

(22) Constitution, General Assembly Knights of Labor, 1884, p. 18.

(23) Proceedings, General Assembly, Knights of Labor, Eleventh Regular Session, 1887, see Report of the General Co-operative Board.

(24) The most ambitious venture of the Knights of Labor in co-operation took place in 1884 when a coal mine at Connellburg, Indiana, was purchased for \$10,000. An assessment of 20 cents per member was levied in October, 1884 for the purpose of making improvements. Misfortunes, however, followed in rapid succession until in 1897 the general executive board decided to sell the mine for \$4,000; see Proceedings, General Assembly, 1897, p. 34.

ment and maintenance of industrial peace by bringing both employers and employes into one organization. Though this ideal was not realized to any extent it explains the readiness with which the Knights so often consulted the wishes of the employers, and the willingness with which the Order joined hands with one organization of employers,—the Farmers' Alliance.(25) The American Federation of Labor, on the other hand, has made no attempt to become an employer through co-operative enterprises and has refused to organize farmers into unions, on the ground that they were employers and not workmen.

(e) The Knights of Labor developed the use of the boycott as an instrument of industrial warfare. The same breadth of organization that facilitated the distribution of co-operative products was effective in the field of consumption. A trade union in any locality may cease purchasing an article without appreciably reducing its sale, since the number of consumers observing the boycott is necessarily small; but an assembly of the Knights of Labor, supported by a large part of the laboring consumers in the vicinity, wielded an influence in proportion to the purchasing power of all the members interested. More important still, under the centralized power whereby the General Assembly controlled the subordinate divisions, a strict observance of a boycott was secured.(26) In actual practice, however, the general executive board, in whose hands the authority to place a boycott rested, usually depended upon the voluntary action of the membership. Circulars containing a full statement of the case were sent to the local assemblies, with the request that they be read at successive meetings to acquaint the members with the facts.(27)

The American Federation of Labor and the American Labor Union have paid considerable attention to the exercise of the boycott as a national function. The American Labor Union grants to its general executive board, for example, power "to declare any article, individual, firm, company, corporation, trust, railway, or other person, institution or thing, fair or unfair to organized labor; and all national, international or local unions, or individual members of the American Labor Union shall absolutely respect and comply with these declarations."(28)

The method usually employed by the American Federation in placing a boycott is as follows: Local or national unions with grievances send resolutions to the headquarters of the American Federation of Labor. The committee of the Federation whose duty it is to investigate the justice of the complaint, reports to the executive council or to the annual convention, if in session. In case of a favorable report, a boycott is declared on the products of the firm or firms involved, and the names of the manufacturers are published monthly in the "unfair list" of the *American Federationist*, the official journal of the American Federation of Labor. In addition to placing the firms on the "unfair list," circulars are sent to the unions in the Federation, requesting all union men to cease purchasing the products of the boycotted firms. At the present time the national officials exercise considerable care in the use of the boycott, and concentrate attention upon a small number of firms.(29)

In the fourth convention at Pittsburg, 1880, the Knights of Labor declared that "strikes are as a rule productive of more injury than benefit to the working people, consequently, all attempts to fo-

(25) Journal of the Knights of Labor, Vol. XI, No. 6, Aug. 7, 1890. The preamble adopted by the General Assembly in 1878 favored "the substitution of arbitration for strikes, wherever and whenever employers and employes are willing to meet on equitable grounds," and the preamble to the constitution of 1884 included as one of its demands (sec. 10), "the enactment of laws providing for arbitration between employers and employed and to enforce the decision of the arbitrators."

(26) Any order issued by the general executive board whether in the form of a circular or through the columns of the official journal had to be obeyed; any assembly refusing to obey was guilty of insubordination and liable to the suspended; see "Decisions of the General Master Workman," 1890, No. 60.

(27) Journal of United Labor, February 11, and 25, 1888.

(28) Constitution, American Labor Union, 1903, Art. IV, sec. 15.

(29) Proceedings, American Federation of Labor, 1904, p. 85.

ment strikes will be discouraged." (30) At that time no provision for strikes appeared in the constitution; but when the organization came in contact with practical affairs, a strike fever swept over the membership and strike regulations became necessary. In the constitution of 1884 provision was made for district executive boards with power to accept or reject the terms offered by employers during a strike. (31) Moreover, a district assembly, having ordered a strike of any local in its jurisdiction, was privileged to draw upon the funds of other district assemblies whenever the assistance fund had become exhausted. (32) The amount received in this way from different assemblies was considered a loan without interest to be repaid as soon as possible.

The movement was not confined to trade or local strikes, however, for strong influences were at work to convert the Order into an aggressive militant organization. Accepting the motto, "An injury to one is the concern of all," in the literal sense, the newly initiated element sought to widen the area of every strike by ordering out all the employees of an offending employer. The most conspicuous example of this tendency and in fact, the first great sympathetic strike of the Knights took place in 1886 on the Southwestern Railroad System. (33) The trouble concerned one branch alone; but the district assembly, acting upon the authority granted by the constitution, ordered a general strike. The strike on the Southwestern Division ended disastrously, and the sympathetic strike fell into temporary discredit. Resolutions were adopted at the special session of the General As-

sembly, 1886, forbidding any local, trade district, or state assembly to declare a strike before a secret ballot had been taken of all the members in good standing, and in no case permitting a strike unless two-thirds of those immediately concerned voted in favor of it. (34) In two other instances the Knights of labor tried similar experiments on a large scale and each time failed in their demands. (35) Though the machinery for carrying on sympathetic strikes remained the Knights thereafter accepted the general verdict that federation activity in that field did not pay.

The American Federation of Labor has regarded the strike as the best means to gain trade union ends under a system of capitalistic production, and has advocated thorough organization along trade lines as the strongest protection of labor. Being merely an advisory center, and depending upon the loyalty of trade unionists working through their respective nationals, the Federation has been unable to act positively or directly with respect to strikes. It can recommend and urge certain policies, but it lacks the centralized control so prominent in the Knights of Labor. (36) Consequently, the Federation, profiting by the costly experience of its contemporary, has followed a conservative course in industrial conflicts and has served only as a source of moral and financial support to the national unions involved. (37) The secretary of the American Federation before the fifteenth annual convention in 1895 declared that sympathetic strikes are not opposed by the organization and that assistance would be given wherever it was needed; nevertheless, he added, as there is limit to the assistance

(30) The General Master Workman in his address to the sixth regular session of the General Assembly, 1882, said: "A strike cannot remove or repeal unjust laws, for at best, the strike secures but temporary relief; it may result in an advance in wages, but, if so, it is a dearly bought victory, and at the first available opportunity another reduction is imposed"; see *Proceedings, General Assembly, 1882*, p. 278.

(31) *Constitution, District Assemblies, Knights of Labor, 1884*, Art. VII, sec. 2.

(32) *Constitution, General Assembly, 1884*, Art. XV, sec. 6.

(33) Hall, *Sympathetic Strikes and Sympathetic Lockouts*, in *Columbia University Studies*, Vol. X, p. 82.

(34) *Proceedings, Special Sessions, General Assembly, 1886*, p. 49.

(35) The two strikes referred to are the Longshoreman's strike, which began the first week in January, 1887, and the Reading Railroad strike of 1888.

(36) The officials of the Federation of Labor, for example, have consistently refused the adoption of high dues and benefits and have impressed the fact that a strong treasury is the best factor in a successful strike.

(37) For instance, the convention of the American Federation held at San Francisco, November, 1904, had an assessment of one cent per week for three weeks on the membership to aid the United Textile workers in their strike at Fall River, Mass., see *Proceedings, American Federation of Labor, 1904*, p. 155.

exacted of one union in support of another, the safest plan is to allow the individual organization itself to judge. This position when strictly adhered to limits the Federation to serving as a convenient center from which moral and financial aid may be distributed.

The American Labor Union, on the other hand, gives to its executive board the power "to approve or sanction a strike of any national or international union, local union, or number of local unions, when the same has been ordered by a two-thirds vote of all members voting on secret ballot." (38) Unless the subordinate unions comply with these regulations the federation withholds moral and financial support. Moreover, the American Labor Union, by constitutional provision adopted by referendum vote in 1903, grants to its general executive board full power "by two-thirds vote to initiate and order local or general strikes of any and all members of the American Labor Union, or any national, international, or local union or unions thereof, at any time or place, whenever in the judgment of the general executive such action is necessary for the welfare of the American Labor Union." (39)

All three of the general federations maintain defense funds, and the disbursement of these funds is in the hands of the executive boards. The Knights of Labor established an assistance fund to aid locals on strike in 1884. (40) Each local assembly forwarded monthly to the district assembly the sum of five cents per member; and each district assembly had control over the fund collected from the different locals; but the general executive board had the right to assess such district assembly fund for the support of any other assembly whose

treasury had been depleted by strikes or lockouts. (41) A little later contribution to the assistance fund was made voluntary and at the present time any district or local assembly may create and have entire control of its own assistance fund. (42)

The defense fund of the American federation established at the annual convention of 1901, is intended solely for the local unions directly affiliated with the American Federation. The fund is derived from a per capita tax of five cents per member per month, and in case of a strike is distributed as follows: to each member on strike, for a period of six weeks an amount equal to \$4.00 per week. The executive council regulates any further payment of strike benefits. (43)

The defense fund of the American Labor Union, on the other hand, is collected from the entire membership. As in force on February 1, 1904, provision is made for a payment of five cents per month to be used exclusively "for the purpose of conducting strikes and paying strike benefits when such strikes have been duly and legally approved by the general executive board." (44) Any local entering upon a strike authorized by the general executive board has the "central defense fund" to draw from. This common interest in the national purse is intended to produce such unity of action as will shorten strikes. Since the larger industrial unions in the American Labor Union are as much interested in the defense fund as the locals directly affiliated, all members have a common concern in settling the matter speedily and stopping the drain on the central treasury. The strike pay given to members who have been on strike for seven consecutive days does not exceed

(38) Constitution, American Labor Union, 1903, Art. IV, sec. 6.

(39) Ibid., 1903, Art. IV, sec. 8.

(40) The constitution of 1878 made no reference to a fund for strike purposes, but provided for a "Resistance Fund" as follows: "Each Local Assembly shall set apart in a special investment each month, a sum equal to five cents each for every member upon the books, which fund shall accumulate and remain intact for the space of two years from January, 1878. After that time it will be held for use and distribution under such laws and regulations as the General Assembly may adopt;" see proceedings, General Assembly, 1878, First Annual Session, p. 32.

(41) Constitution, General Assembly, 1884, Art. XV, secs. 1-5 and Proceedings, General Assembly, 1884, p. 756.

(42) Constitution, General Assembly, Knights of Labor, Art. VI, sec. 43.

(43) From February 1, 1903, to September 30, 1903, the total amount paid from the defense fund was \$6,690; see Constitution, American Federation of Labor, Art. XIII, sec. 5.

(44) Constitution, 1903, Art. IX, secs. 1 and 2.

\$5.00 per week for strikers with families dependent upon them, and \$3.00 for other strikers.(45)

(f) In the original platform of the Knights of Labor an eight-hour plank figured prominently: "The reduction of the hours of labor to eight per day, so that the laborers may have more time for social enjoyment and intellectual improvement, and be enabled to reap the advantages conferred by the labor-saving machinery which their brains have created."(46) In 1882 the platform of the Federation of Organized Trades and Labor Unions, later the American Federation of Labor, declared: "The National Eight-Hour Law is one intended to benefit labor and relieve it partly of its burdens. We therefore demand the enforcement of said law in the spirit of its designers."(47) A resolution of the third session, in 1883, stated that the Federation "considers the question of shortening the hours as paramount to all other questions at present"; and in the secretary's report to the convention of 1884, a plan to shorten the hours of labor was strongly urged. In consequence of this agitation, it was suggested that the unions be canvassed as to the desirability of a universal strike not later than May 1, 1886, at which time all branches should simultaneously demand an eight-hour day. Realizing that the Federation was weak in authority and in numerical strength, the officials asked the co-operation of the Knights of Labor.(48) The latter organization failed to support the movement, and the plan did not reach serious proportions.

The next attempt came in 1888, when a resolution passed the annual convention of the American Federation of Labor fixing May 1, 1890, as the day for

a general strike, and arranging for preparatory mass-meetings to be held in various cities and towns.(49) Renewed efforts to form a temporary alliance with the Knights of Labor failed, but circulars and pamphlets were scattered widely, and prominent speakers were sent by the American Federation to different parts of the country to prepare trade union members for the proposed universal strike. Warned by the complete failure of previous general strikes, the more advanced leaders agreed that the struggle could be carried on more successfully if certain trades were selected to make the fight supported by the combined strength of the other unions working through the Federation. Consequently, a series of individual trade strikes was determined upon, in which one trade after another would be selected to strike for shorter hours until all trades had obtained the eight hour day.(50) In view of the present influence of the American Federation in the labor movement, it is probable that "the successive strike" will be the favored line of activity. At the twenty-fourth annual convention, for example, the American Federation indorsed the eight-hour movement of the International Typographical Union, and promised to levy the constitutional assessment on the membership if at any time after January 1, 1906, the Typographical Union needed further assistance.(51)

As a part of the general movement to improve conditions in the west, the American Labor Union has persistently urged the passage of an eight-hour law by the state legislatures.(52) Resolutions indorsing particular efforts of the various unions, and pledging the united support of the American Labor Union

(45) Constitution American Labor Union., 1903, Art. IV, sec. 11.

(46) Constitution, General Assembly, 1878, Preamble.

(47) Federation of Organized Trades and Labor Unions, Second Annual Session, 1882, p. 1.

(48) Federation of Organized Trades and Labor Unions, Fourth Session, 1884, pp. 19-20, 31.

(49) At the eleventh regular session of the General Assembly, Knights of Labor, 1887, the report of the committee on the state of the Order was adopted, as follows: "Resolved, That the General Master Workman confer with the heads of international and national labor organizations with a view to holding a convention to bring about the adoption of the eight-hour law by a gradual reduction of the hours of labor."

(50) In the eight-hour strike of 1890, the Brotherhood of Carpenters and Joiners was selected by the Federation to make the fight. A special assessment was levied and every effort made to win the strike with the result that the Carpenters and Joiners established the eight-hour day in several cities large.

(51) Proceedings, American Federation of Labor, 1904, pp. 180-181.

(52) The president reported to the convention of 1901, that the Montana legislature, largely through the efforts of the Western Labor Union, the Western Federation of Miners, and other labor organizations, had passed an eight hour law to apply to the miners, and to the mill and smeltermen of the state; see Proceedings Western Labor Union, 1901, p. 16.

to all members on strike for shorter hours, have been adopted by the several national conventions.

(g) The political methods employed by trade organizations to remove social ills and to gain positive advantages may be roughly classified as, first, independent political action, and second, temporary alliances with existing political parties in order to obtain legislation favorable to labor. The national federations here considered have all recognized the advantages possessed by an alliance of trades over single trade unions in any political movement, and have shaped their respective policies accordingly. A sharp distinction arises, however, in the relative importance attached to each method by the different federations. For example, the Knights of Labor, as an organization, was consciously designed for political activity, whereas the American Federation holds the position that more good can be accomplished by leaving party politics alone and centering attention on labor legislation.

The position of the Knights of Labor was explained by the General Master Workman in an address to the seventh session of the General Assembly: "One reason why political parties degenerate is because the masses of the common people are not educated. If we were, we could more easily discern the difference between good and bad legislation, and we would not be clamoring so often for the repeal of bad laws. The chief aim of the Knights of Labor is to educate not only men, but parties; educate men first, that they may educate parties and govern them intelligently and honestly." (53) In accordance with this view, education as a means to the larger end became an important branch of activity, materially aided, it may be said, by the distinct quality of the local assembly itself which embraced as a rule men of various callings and widely different walks of life. Where men of a single craft are organized separately, the sympathy and unity of interests, so vital to any decisive political advance, are lack-

ing. On the contrary, an organization like the Knights of Labor, representing a highly centralized type of federation and disregarding the trade boundaries formerly observed, was well prepared to educate its members and promote a feeling of solidarity among all classes of workers.

At the second regular session of the General Assembly a resolution was adopted requiring each local assembly to devote not less than ten minutes nor more than one hour of each session thereof to the discussion of subjects bearing upon the labor question, such as convict labor, eight-hour day, child labor, how can the toiler receive a just share of the wealth he creates? etc. (54) The general executive board appointed lecturers from time to time who visited the assemblies and addressed them upon topics of interest to labor. In May, 1880, appeared the first number of the *Journal of United Labor*, primarily designed as a medium of communication between the branches of the Order, and as an unprejudiced herald of advanced views. Unable to maintain the independence of a non-partisan publication, it gradually grew more biased as the struggle with external forces became more bitter, until the original purpose of an educational organ almost wholly disappeared.

The Knights of Labor assembly, besides the advantages claimed for it over the strict trade union in the education of its members, possessed greater efficiency in any political movement. Trade unionists in their independent organizations were too weak in numbers to change the result of an election, whereas the members of the Knights of Labor, representing all classes and acting as a unit, practically controlled the issue.

With these advantages clearly understood, the belief that labor must carry its demands beyond the workshop, and crystalize definite reforms into statute laws, received greater attention than ever before. The constitution of 1879 (Art. 10, sec. 1.) stated: "A district as-

(53) Proceedings, General Assembly, 1883, p. 401, see *Pittsburg Times*, July 16, 1883.

(54) Proceedings, General Assembly, Second Regular Session, 1897, pp. 74-75.

sembly or a local assembly under the General assembly may take such political action as will tend to advance the interests of the Order or the cause of labor. But when political action is contemplated, the regular business of the district assembly or the local assembly shall be concluded, and the district assembly or local assembly regularly closed. (Sec. 2) Local assemblies may properly use their political power in all legislative elections, and it is left to the dictation of each local assembly to act with that party through which it can gain the most. An assembly shall not take political action unless three-fourths of the attending members are united in supporting such action. No member, however, shall be compelled to vote with the majority."

From 1880 to 1885 the intense interest manifested in political affairs evoked a warning note from headquarters: "So surely as we run into politics shall we be disrupted." In many localities, the success achieved by the Knights of Labor in municipal elections had been so pronounced that the membership at large became ambitious to extend the activity to national affairs. A party in which all reformers could find a place appeared a fitting substitute for the two corrupt, boss-ridden political organizations. Hence, in 1890, a further step was planned by the leaders.(55) who succeeded a little later in stimulating a wave of enthusiasm for the National People's party of 1892, with "land, transportation and finance" as the campaign cry.(56) Pledged in this manner to political action, the federation dissipated much of its energies in a vain effort to make industrial forces politically supreme, and in so doing, caused the internal dissensions which have so often attended the political affiliation of labor bodies.

Following the policy of the Knights of Labor, the American Labor Union has from the very beginning urged upon its

branches independent participation in national, state and municipal elections. The convention of 1900, for example, declared that the only way to effect a permanent improvement in labor conditions is for the working man to vote for candidates and measures favorable to definite reforms, and emphasized the need of general education on all public questions for the more intelligent use of the ballot. The convention of 1901 decided, "It shall be the duty of all local unions of the Western Labor Union to look up the records of all nominees for public offices, national, state, or municipal, and give their full support to those who are working in our behalf, unless the unions have decided to put forth an entire labor ticket."(57) Finally, in 1902, a more radical step was taken when a political platform was adopted by a vote of 56 to 13.(58) According to this resolution, the union is in favor of National Socialism and adopts the platform of the Socialist party of America in its entirety.

That the American Labor Union is a strong advocate of extreme socialistic views is clearly shown by the tenor of the leading articles which appear from time to time in its official journal.(59) The present attitude of the American Labor Union toward political activity has been briefly stated by the editor of the official journal in the following words: "The American Labor Union, where one man, one vote, is the rule, has twice gone on record in favor of united class conscious political action along the lines of the socialistic platform, as the only remedy for industrial ills. . . . But this action was entirely educational in character and no man forfeits his membership by a refusal to comply."(60)

The American Federation of Labor, on the contrary, has successfully resisted all attempts to engage the organization in political activity. Freedom from political affiliation has not been main-

(55) Journal of United Labor, Vol. X, Nos. 43-49.

(56) Ibid., Vol., XIII, No. 2.

(57) Constitution, American Labor Union, 1901, p. 5.

(58) Proceedings, American Labor Union, 1902, pp. 57-61.

(59) American Labor Union Journal, October 30, 1902.

(60) Ibid., January 7, 1904.

tained without a struggle on the part of the more conservative element in the Federation. The first convention held in Pittsburg declared: "We recommend all trades and labor organizations to secure proper representation in all law making bodies by means of the ballot, and to use all honorable measures by which this result can be accomplished." (61) At every convention of the American Federation, and at almost every meeting of local, state and national unions, the same question has arisen in some form or other. As long as the pressure upon the Federation to declare for independent action did not become annoying, a positive declaration of principles was withheld. But when the Socialist Labor Party sought admission into the Federation of Labor, the application was rejected on the ground that no political party, as a party, has the right to be represented in the councils of trade unions. Subsequent efforts on the part of radical trade organizations became so persistent that the New York Convention of 1895 declared: "Party politics, whether they be Democratic, Republican, Socialist, Populistic, Prohibition, or any other, shall have no place in the convention of the American Federation of Labor." (62) Succeeding attempts to commit the organization to a definite program have been defeated, so that at the present time the American Federation stands independent of party affiliations. (63)

The Knights of Labor, regarding legislative activity as incidental to the more direct policy of party political action, have nevertheless shown vigor in securing labor legislation. The central

executive has confined most of its attention to Washington in order to watch congressional legislation, (64) while the district and state assemblies have used their influence in state and local legislatures. (65) Largely through these efforts, the Knights of Labor by successfully arousing public opinion on frequent occasions have made the subsequent task of the American Federation less difficult. Among the more important reforms proposed by the Knights have been: direct legislation, the initiative and referendum, a bureau of labor statistics, abolition of the contract system on national, state and municipal works, compulsory arbitration, prohibition of child labor under the age of fifteen, and government ownership of telegraphs, telephones, and railroads.

As the American Federation of Labor wields little authority over the national unions, and has no way to secure unity of sentiment on any political issue, the probable result of independent political action would be internal strife with danger of complete disruption. Accordingly, the Federation has chosen to advocate labor legislation and to take an active part in any move leading to the betterment of labor conditions rather than to participate as an organization in national and state elections. Each convention directs attention to special reforms, whereupon the executive council frames a bill embodying the necessary provisions, and champions its course. The legislative committee maintained at Washington is especially helpful in promoting this work. Among the chief reforms so advocated in recent years have been the national eight-hour law,

(61) Federation of Organized Trades and Labor Unions, First Annual Session, 1881. p. 4.

(62) Constitution, American Federation of Labor, 1896, Art. III, sec. 8.

(63) The most persistent attempts have been made by the socialistic element in the conventions of the American Federation. In 1894 and again in 1902, the sentiment with regard to independent political action was fairly divided; but in the conventions of 1895, 1900, 1903, and 1904, resolutions with party political activity as the end in view were decisively defeated.

(64) The Cleveland session of 1886, for instance, adopted a resolution instructing the General Master Workman to appoint a legislative committee of three with headquarters at Washington during the sessions of Congress.

(65) State assemblies seem never to have played a very important part in the Knights of Labor. The secretary-treasurer reported to the Tenth Annual Session held at Richmond in 1886, "Under the present law they (state assemblies) are a failure and are not thoroughly understood, some claiming to have jurisdiction over district assemblies, which is not the case. State assemblies to be of service to the Order should be organized in every state from representatives of the several district assemblies and local assemblies attached to the General Assembly, where all matters pertaining to the Order in the state should first be brought for settlement." The state assembly was designed apparently to relieve the duties of the general executive board, to be in the state the official representative of the Order, and to take an active interest in state politics; see Proceedings, Tenth Regular Session, General Assembly, 1886, pp. 47-48.

Chinese exclusion, the initiative and referendum, trust legislation, anti-injunction laws, and the abolition of convict and imported contract labor. In addition to these efforts, the American Federation has sought to prevent legislation conceived harmful to the working classes in general, such as anti-scalping laws, compulsory arbitration, and compulsory trade union incorporation.

Analogous to the functions exercised at Washington by the national federation are the reform activities of state and municipal alliances.(66) The more radical state and local federations conceive the ideal industrial state to involve "the abolition of the wage system and the substitution of collective ownership by the people of all the means of production and distribution." The socialistic element urges organized labor to take part as a unit in all state and local elections. The more conservative local bodies, following the example of the national federation, desire to exclude party politics from the meeting-rooms, and to control the labor vote in the interest of those candidates who pronounce themselves labor sympathizers. Thus far the prevalence of the more conservative sentiment accounts for the emphasis placed on labor legislation.

From 1886, the year of greatest pros-

perity, the Knights of Labor have steadily declined in membership and power.(67) The more important influences contributing to this result have been the complete failure of expensive sympathetic strikes, the activity displayed in political affairs, the presence of two distinct types of labor organizations in the Order,—the mixed district assembly and the national trade assembly, and finally, the extreme centralization of power in the hands of the General Assembly and the national officers. The American Labor Union, organized primarily as a federation of industrial unions, has run counter to the experiences of the past in its effort to make industrial forces politically supreme. Finally, in the activities of the American Federation are reflected something of that prudence and moderation which characterize the present industrial life of the East.(68) Contrary to the policies of the Knights of Labor and the American Labor Union, it has advocated the individual trade strike in preference to the general or sympathetic strike, it has repeatedly placed itself on record as opposed to political action; it has advanced the principle of organization according to trade; and, lastly, by guaranteeing to each national or international union complete jurisdiction over its own trade, has gained to a large extent the good will of the individual members.

(66)The president of the American Federation of Labor reported to the San Francisco convention of 1904, a membership of 32 state assemblies and 569 central labor unions.

(67)The Knights of Labor at the tenth regular session reported a membership of 702,924 in good standing, July 1, 1886. The report of the general treasurer for July 1, 1886, to June 30 1887, inclusive, showed total receipts of \$497,656.08 and total disbursements of \$491,683-91.

(68)The American Federation of Labor in January, 1905, had an enrollment of 118 national and international unions. The average membership of the affiliated unions for the year ending September 30, 1904, was 1,676,000. The treasurer reported to the twenty-fourth annual convention, 1904, a total income of \$307,009.09 with total expenditures of \$203,991.15.



The Weird Funeral of a Santa Fe Employee.

BY LOUIS W. BENNETT, IN "SANTA FE EMPLOYEE'S MAGAZINE."

The poor Indian "sees God in the clouds and hears Him in the winds." To his aggressive white brethren the red man has always been, and must ever remain, an unsolved riddle. He views life, in nearly all its concerns, differently from the white man; yet the difference is this: That the Indian sees God in the clouds; the pale face worships a God invisible—an intellectual God.

A much traveled person has said that he was amazed to find, on a world tour,

ferent views of the burning of a dead Indian. They are perhaps the only photographs extant of such a ceremony. The Indians are extremely disconcerted by the sight of a camera, and few white men are bold enough to invade the forbidding atmosphere of a cremation armed with one of these instruments of mystery.

The desert of California and Arizona is the home of the Mojaves, and Needles is their nearest approach to the white



PREPARING THE FUNERAL PYRE

how innumerable were the ways of different peoples to accomplish the same thing. His observation may apply to the majestic ceremony with which the burial rites are performed over the body of a great man interred in Westminster, compared to the rather simple process of the Mojave tribe of Indians, when one of its number is incinerated and sent to glory in a roll of dun smoke.

The illustrations herewith, which were taken by Mr. G. A. Blount, show dif-

man's presence. Their dwelling-places are rude huts or dugouts, in this great wilderness, and are so scattered it would be difficult to say just where they are assembled in greatest numbers. The Indians literally swarm about passenger trains stopping at Needles and other desert points. The tourist has proved a lucrative friend to them, and they cultivate him upon all occasions. Beads strung on linen thread and wrought into articles of curious design; highly colored

bows and arrows, bound fast together for the adornment of some distant Caucasian "den"; fantastic dolls in wood and grotesque animal likenesses in red clay comprise the stock of wares that is peddled at the railway stations by painted brave and calicoed squaw. Great interest attaches to some of the tribal customs of the Mojaves, and not the least of these is the cremation of their dead. When old Pen-a-wa died, more than a year ago, his burial was much less imposing, perhaps, but none

body, and the next day it was delivered to those who had been his friends.

Promptly thereupon, without even the delay incident to an inquest, the body was prepared for cremation. All the worldly possessions of the noted Pen-a-wa were gathered together and deposited in a dilapidated trunk. His prayer sticks, his discarded clothing, his venerable but sadly battered plug-hat (with at least one of which every good Indian is equipped), his charms, talismans, beads—everything which had



READY TO IGNITE

the less impressive, than would be that of a pale face equally eminent among his own kind. Pen-a-wa had gained honor through a term of service in the Santa Fe shops at Needles, where he finally came to be trusted with the manipulation of such tools as bolt cutter, ordinary planer, etc. When sickness fastened upon this lusty brave, now well along in years, he was sent to the hospital at Los Angeles; and when he succumbed to his ills, the tribe sent forth its call for poor old Pen-a-wa's

body, and the next day it was delivered to those who had been his friends.

By six o'clock in the morning, after a night of vigils, there had assembled about the little wickiup of the Pen-a-wa family a great number of the tribe. The braves wore their long hair streaming down their backs, stuck full of feathers, and faces gorgeously painted; shirts of varied hue, and trousers "neat but not gaudy." In keeping with their habit, their feet were bare. The squaws, not to be outdone by their husbands,

brothers or sons, were regaled with tremendous splashes of color and disregard for uniformity. Their faces were tinted and oily and their feet were bare. But for the solemnity of their expressions and the mournful undertone in which they carried on a repressed conversation, an observer might have mistaken them for a bridal party, or holiday enthusiasts congregated to witness a bull-fight, instead of Pen-a-wa's followers, dejected and forlorn, about to experience

*"Hoc-a-toc,- hoc-a-toc,
Hoc-a-toc-a-tee,
Tumwa, tumwa,
Hoc-a-toc-a-too!"*

This chant was reiterated for some ten minutes, when the door of the wickiup opened and two mighty braves appeared, bearing the sorry-looking trunk. They were naked to the waist and hideously daubed with paint. Slowly they marched between the lines of mourners. Following them, ten paces to the rear, came



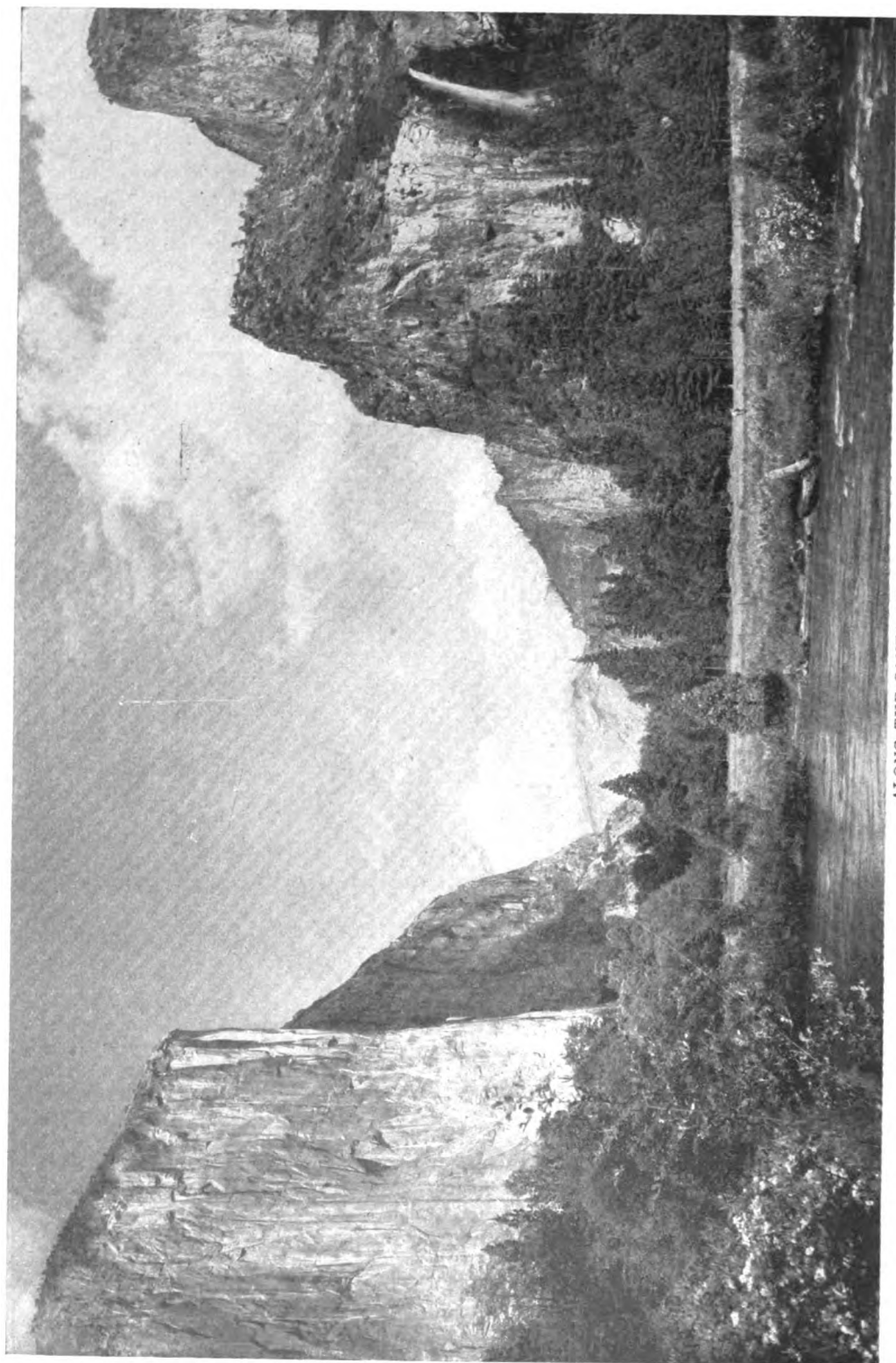
THE BEGINNING OF THE END

the sad privilege of cremating their dead dignitary.

When the laggards had all come in, a huge, lithe Mojave brought the crowd to instant attention by addressing them in a loud voice. At his command the people formed into two parallel lines, stretching from the door of Pen-a-wa's hut. When Es-spa-sa-kom—which was the leader's name—raised his hands and uttered solemn words in the native tongue, the long lines of mourners bowed their heads, began to keep step and chanted in unison:

the body of the lamented, wrapped tightly in cloths and resting upon a blanket, each corner of which was borne by a giant buck. Behind this hearse shuffled the mourners, still chanting. A number of "citizens," who had arrived too late to join the mourners, fell behind and trudged after the procession as it made toward the bleak bank of the Colorado river, near whose marge the ceremony would take place.

Taught by experience, the children of the desert had kept housed within their dwellings, during the rainy season,



ALONG THE SANTA FE

a bountiful supply of mesquite, against the day when it would be needed to dispose of a dead Mojave. That day had now come, and the wood was dry as dust and would burn fiercely. The funeral party found it piled ready to receive Pen-a-wa. His body was at once laid in the concave top of the pile, which was about three feet high, and of oblong shape. Then the mourners formed a great circle around the scene, still chanting the weird and unintelligible "Hcc-a-toc." The pallbearers diligently stacked mesquite upon Pen-a-wa, until every vestige of his swathes was lost to sight. Es-spa-sa-kom again raised his voice; a hush fell upon the assembly; he picked up a handful of dry grass, deftly struck steel against flint, and, in a few seconds, clouds of smoke began to boil upward from the pyre. The Indians who had lugged Pen-a-wa's trunk lifted it high and swung it on top of the pile. Someone else rushed up and deposited thereon an alarm clock—perhaps the same that had, from day to day, awakened Pen-a-wa from his slumbers and reminded him of the bolt cutter and the planer in the workshop.

Simultaneously with the first crackling blaze, Es-spa-sa-kom shouted to his people, and, with cries like wounded

animals, or men in mortal pain, they wailed and groaned the old chant in horrible discord and monotony. Slowly round the bonfire they circled, throwing into the flames their garments, until they stood, men and women alike, stripped to the waist. The sorrowing mourners slashed off great locks of their hair and threw them to the devouring fire—a tribute to the Great Spirit. Later they would burn Pen-a-wa's wickyp, and kill his horse, and slay his dog. Not a thing of Pen-a-wa's should outlive him.

The elders among them went from one to another, laying hand upon shoulder, uttering a few words and encouraging the general gloom. The spirit of Pen-a-wa, he who had counseled so wisely in their councils, he who could tell them tales of wonder, could lead their willing fancies back along the paths of history, or forward into more miraculous future—to the time when thundering engines and night-fleeting train would be but toys compared to the ponderous machines the pale face would devise to do his will.

The fire burned low, the embers cooled, the mourners ceased their lamentation. Pen-a-wa had reached the Happy Hunting ground.

Is Our Education God-like?

JOSE GROS.

The world is weary of new tracks
of thought,

That lead to nought—

Sick of quack remedies prescribed
in vain,

For mortal pain.

—Ella T. Fowler.

That was written in 1900 by an English lady writer of considerable merit and great insight into human life as it is yet unfolding itself in this modern and perplexing civilization of ours. And this happens after sixty or more centuries of education, and possibly five of

them what we may see fit to call popular, wide-spread education. And now, at the beginning of the 20th century of what we call Christian progress, we need to educate the children of the middle and top classes through the charitable donations of some men to whom we, the sovereign people, have granted the right and power to legally absorb the wealth produced by the workers of nations. We refer to donations for college education, and that implies young peoples' education, of the 12 or 15 per cent who, if anybody, ought to have

wealth enough to educate their children without the need of any charity from anybody.

As a matter of fact, the education of the plain people in common public schools, and hence of 85 per cent of our children, even that education is paid by the working people at the bottom of the social kettle. Does not all taxation come from sheer production and from the bottom, plain workers in fields, factories, shops, etc., through the combined labor of mind and muscle? Intellect by itself alone has never produced anything. We cannot be fed, clothed and housed by mere ideas. Not until such ideas are converted into concrete articles, applicable to the satisfaction of human needs, not until then have ideas become useful to the life of humanity. On the other hand, all actual muscle work implies the very kind of intellect needed for any given form of production.

How could the writer produce this essay if somebody had not produced the breakfast he had this morning, the clothing, room, fuel, pen, paper, ink, books, etc., without all of which the intellect and hand would remain inert, good for nothing? And so with all kinds of intellectual work, as we call them.

History has never proved that high, expensive education has produced clear minds of the honest kind. We refer to the honesty of divine law. Almost invariably the development of a clear, honest mind is the product of each one of us in so far as we do our best to abandon ourselves to the inspirations from God and nature, through occasional hours and several years of quiet meditation and study, the very thing that modern civilization does not allow anybody to have, outside of one man or woman in every five thousand. Before we, some of us, attain a clear, honest mind, we are forced to pull down pretty nearly all we have learned in common or private schools, in colleges, and universities, in conversation with most other men, in all forms of reading, light or deep. Something we do catch here and there, stray thoughts from men and books, from orations, essays, etc., but it is each one of us that has to carefully construct

the building of his own education. To be sure, if that building of ours has to be solid, conducive to universal good, then our mind and soul must be saturated with real love to God and humanity.

Love! What is that? Not even the highest education has ever given to our perplexed humanity a full, precise, honest definition of the word "Love." What we have received, from the highest and the lowest education, is the faculty of splitting life and truth into fragments, when we discuss or write upon any given subject connected with human development. That is why we never agree on the essentials of our terrestrial life and growth. That is why our growth is so rank, so incomplete in civil, political, industrial and religious processes and phenomena. That is what produces our endless conflicts and social deformities. We don't yet believe in the unity, simplicity and universality of the truth, in the moral and ethical order most especially. We are afraid of that kind of truth. We only want the fragment of truth that may enable each of us to attain in life, a more important social position than others, or preserve that position when we have obtained it.

Our longings after wealth, the tenacity with which we worship wealth, our foolish expectations of what wealth will do through charities, gifts, donations, pensions, annuities, endowments; in the midst of injustice in wealth production, distribution, exchange, the injustice we all legalize and wish to have! Is not that the worship of our own legalized sins, the most fatal ones to all of us that is possible to perpetuate? The worship in question, however, indirect or even unconscious, is not that an actual and flagrant repudiation of the Fatherhood of God and the teachings of Jesus?

With mighty few exceptions, if any, the choice men who come out of our high schools, colleges, universities, etc., have only learned the old trick of most of the wise men of all previous ages, that is, they all lean upon fragments of goodness and truth here and there, with individuals or groups of them. They use those fragments as a hidden or indirect justification of all the capital sins we all see

fit to legalize in the compact of all nations. No wonder that the social chaos remains over all collective and individualised existence. Charities, gifts, prayers, exhortations of the sentimental order, none of them in close combination, have ever interfered with the godless civilization decreed by our collective adjustments discarding the most solemn duties we owe to God and to each other.

So there you have it. We still refuse to see the unity of universal life. Suppose that we wanted to grasp the adjustments of a great machine by pulling it to pieces to admire the beauty of each fragment. The machinery becomes a negation. That is what we do yet with the ensemble of truth and human life. Every machinery should be admired by noticing how it works with its adjustments in good order. That is what we don't want to do with the truth and human life. We want misadjustments.

Our high education, affecting about 12 per cent of our young people, costs not far from One Billion of dollars per

annum. Through which ever form that wealth may be collected, it all comes from the very working masses living and dying in greater or less poverty, in relation to what is due them, as well as in connection with the amount of work we impose upon them, and the standards of life we, superior people, manage to establish.

Goodness, wisdom, wealth for the few here and there; that represents the mean human plan of human life. That repudiates in toto, God's plan of human life, the philosophy of Jesus, the order of creation.

We need the simple education that God is constantly sending to us, has done for many and many centuries, and we still refuse to have, preferring our mean human, selfish knowledge, making for sorrow and sin. Why to forever assume that some of us can be individually good in the midst of the collective badness of all of us, placidly refusing to establish healthy nations as ordained by divine law?

Growth of the Railroad Department, Young Men's Christian Association.

BY E. M. WILLIS.

There is an ancient story about a passenger who tried to get a free ride in the ante-anti-pass days on the plea that he was a railroad man.

"What time is it?" asked the conductor, suddenly.

"Quarter of twelve", replied the unsuspecting greenhorn.

"That's the time you lose," laughed the conductor. "If you were a railroad man you would have said eleven-forty-five".

The men who first organized railroad associations knew how to say eleven-forty-five. And before their comrades realized what was happening they had struck twelve. They were men who knew the needs of railroad workers. They understood the difficulties to be

met and they met them. In the early days they were laughed at. Railroad men were so used to sleeping in their clothes with a bit of waste for a pillow that they never dreamed in their few moments of sleep how much comfort might be possible with a house of their own near their work. Other men might have their clubs and lodges, where they could go for an evening's recreation. But these drivers of engines and shovellers of coal lived in a moving house, and often lay down at night far from the place where they arose in the morning. Their clubhouse must be either movable or multiplied. The Young Men's Christian Association has been erecting buildings at the great division points. Year by year they

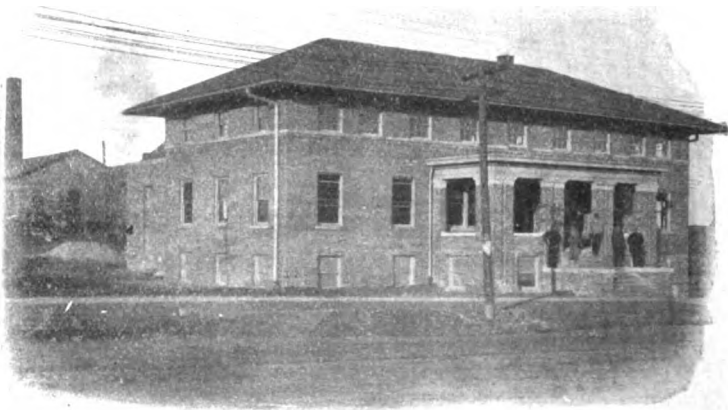


CHICAGO, (59TH ST.). ILLINOIS. PENNSYLVANIA LINES. COST, \$35,000

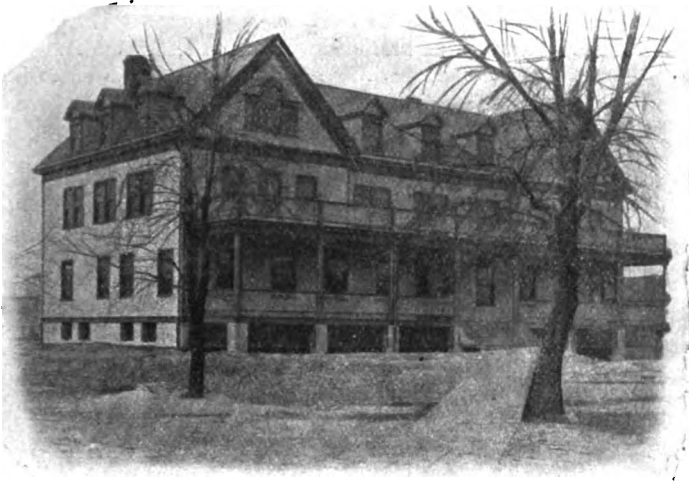
come nearer the ideal which is to have a home that every railroad man can go to wherever his run may end.

Workers on the railroad do not scoff any longer at the association. Whether they belong to it or not they show that inevitable respect which always follows results. The association has done for them what they never thought of doing,

or else did not know how to do, for themselves. It has done this in the right way, working through men who had themselves run engines and snipped tickets. The fact is that today railroad workers are urging the association to establish branches at points not yet occupied. This is not always possible since the association must work with



BOONE, IOWA. CHICAGO AND NORTHWESTERN. COST, \$17,500



BRADFORD, OHIO. PENNSYLVANIA LINES. COST, \$30,000

the railroads to some extent. A small town in the west was in need of an association. Railroad employes called upon certain organizers and almost insisted that a building be placed there. A railroad operator however explained to the secretaries in confidence that there had been some talk of making another town the division point. Nothing could

be done until that was settled. The association was condemned in pretty strong terms for its hesitancy, but as soon as the railroad gave up its project of moving its center the plan for a building was taken up and will now be put through.

There were in 1906, 230 associations and 162 buildings, 32 of these last

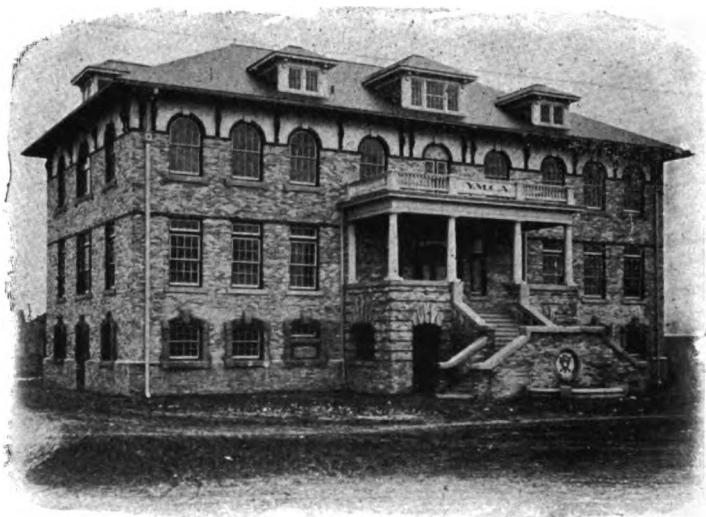


EAST LAS VEGAS, NEW MEXICO. ATCHISON, TOPEKA AND SANTA FE. COST, \$25,000

having been completed during the year. Property thus held was valued at \$3,000,150. All this has come about in a little over thirty years, or one generation. The movement started among railroad men in Cleveland, Ohio, and has been growing rapidly ever since. A close study of the needs of railroad workers has resulted in a nearly perfect type of clubhouse with restaurants where good food may be had at cost, excellent bedrooms, baths, reading rooms and departments given up to such games as billiards and bowling. Five dollars a year puts the equipment at the ser-

in the latter year. One hundred and ten thousand more baths were taken. Beds were used 1,472,810 times, a gain of over 328,000 times. There was an average daily attendance in the various buildings in 1906 of 41,984.

The five buildings here pictured have proven themselves already far more than a mere collection of sticks and stones. Even as such a collection, however, they justify their builders' purposes. Note the inviting verandas and the homelike gables of the Bradford and Chicago buildings. The Mart structure shows how so uncompromis-



MART, TEXAS. INTERNATIONAL AND GREAT NORTHERN. COST, \$20,000

vice of a worker and he pays small fees for whatever extras he may wish in the way of meals and bed.

The very size of the figures given indicates that the railroads have helped to supply both property and money. Yet the men are doing more and more even in this matter. They pay nearly two-thirds of the running expenses of the work. From 1905 to 1906 membership increased from over 74,000 to over 84,000. Attendance on services held in the various buildings increased by over 55,000. Three hundred more educational lectures and talks were given

ing a material as stone may be put together in an artistic fashion. The big watershed on the Boone building doesn't mean that the members are afraid of water when they get in the bathroom.

Although these buildings have been opened but a short time some of them are already too small. At Bradford the surplus boarders often have to sleep on the floor. They prefer that to their old uncertain quarters. At Mart over five hundred men joined the association in the first month after the building was opened.

Congenial Manners.

W. J. GRAY.

A person's manners generally indicate his character. They are an index of his tastes, feelings, and temper and reveal the kind of company he has been accustomed to keep. There is a kind of conventional manner, a superficial veneer used by some people on special occasions which is of but little importance, of no practical value, and as transparent as it is worthless. Artificial politeness is an attempt to deceive, an effort to make others believe that we are what we are not; while true politeness is the outward expression of the natural character, the visible signs of the inward person.

There is a vast difference between "society customs" and genuine good manners. The former is a bold but vain attempt to imitate a noble virtue, while the latter is the natural expression of a heart filled with honest purposes.

True politeness must be born of sincerity. It must be the response of the heart, for otherwise it makes no lasting impression, for no amount of "posture" and "outside polish" can be substituted. The genius of a person may for a time hide many defects, but the natural character cannot long be hidden from view. The real person will sooner or later come to the front, revealing its defects, and personal characteristics.

Good manners are unfolded through a spirit imbued with unselfishness, kindness, justice and generosity. A person possessed of these qualities will be found gentle and polite. They are the visible expressions of inward virtues, and like the hands of a watch, show us that the inward machinery is perfect and true. A noble and winning daily bearing is the outgrowth of goodness, sincerity and refinement. History is crowded with examples illustrating that in literature it is the delicate, indefinable charm of style, more than thought, that perpetuates the work.

The address and manner of a person generally determine his success or failure. How often we come in contact with those whose very presence is repulsive, who

appear to be entirely void of noble qualities, while on the other hand, we meet with those whose personality is like the pleasant rays of a June sun, warming and gentle. The friendship of a person of genial character is courted and sought, while the one who is cold and gruff is avoided or his presence endured no longer than is positively necessary. We are all creatures of conditions and circumstances and dependent more or less upon each other in all the walks of life. In this day and age, under the brisk competition of patronage in every department of human activity, the expression of the noble qualities of mind and heart counts much for capital and trade. The person whose heart and life are right will exhibit those qualities so universally admired, and will secure the cordial approbation and general good will of friend and stranger.

There is no field of labor where good manners are out of place; no condition of even a depraved nature which is not influenced more or less by the exercise of a kind heart and a genial air. Even the brute recognizes and shows an appreciation of kindness.

These qualities of mind and heart, cultivated and woven into the fabric which forms our daily life, will yield a harvest of rich fruitage.

The world has an abundance of middle rate workers, but it can never have more than enough of those who have added to native endowment, discipline and conscientious training. Probably the best gifts which could be bestowed on most of us in any station or occupation would be what is known as staying power. Many of us begin with enthusiasm, but we give out before the end of the day. To adopt a line of conduct, to choose a special study, or to decide on a course and stick to it, is in each case to deserve success if not always to insure it. The path of life is strewn with the wrecks of those who begun but did not hold on their way. Pleasing manners constitute one of the

golden keys which turn the bolts of the door leading to success and happiness.

The great motive power of our conduct is the heart; it is the fountain head of all action. The heart is the great

reservoir from whence flows the issues of life.

When the heart is right the life will be right, and success in all its completeness will be the fruit.

Government—Fraternal Associations.

WALTER COPSEY.

The controlling power of a community is its government. Its functions are legislative and executive; its desideratum, efficacy, expediency, precision and economy. Various forms of government today exist in the several countries of the world. It is not our purpose to analyze the different governments as applicable to Municipalities, States or Nations; but rather to turn our attention to those modern creatures of evolution,—Trades Unions and kindred Associations.

The nucleus of such organizations, as represented by their various funds is the coined energy and intelligence of their respective membership, consequently the aim of their governments should be maximum effect and efficiency with minimum expenditure. It would then be well for us to analyze the form of government at present maintained by such societies, which, in the major portion is Representation by Delegation in Convention assembled, each delegate supposedly being representative of a constitutional portion of the entire membership and carrying inherent powers, and it is with that form of government we shall treat.

The necessity for such convention has long been alleged as, the only channel for proper exchange of views and the consequent requisite debate. Admitting that debate is the source of wisdom and the logical fount of reason, it is well to understand the conditions under which debate may be conducted, and the relative cost thereof to the Association interested. For many years it has been held that no greater leakage groove exists through which the funds of an association may be wasted than the channel of debate.

Let us compare notes as it were and understand the true position in this respect and observe results. It is ordinarily admitted that the debate of any legislative body consumes at least one-third of its time; therefore working on that basis, and using the approximate cost of past conventions for figures, we find the following: At their last convention the Structural Iron Workers practically paid at the rate of \$500 per day for argument, multiply this by the average number of days the convention is in session (12) and we find that their argument alone cost them not less than \$6,000; The Order of Railway Conductors, at their last convention, spent approximately \$280 per hour, which would allow them about \$560 per day for argument. The Brotherhood of Locomotive Firemen and Enginemen, approximately, \$921 per hour for each hour the convention was in session; therefore their arguments cost no less than \$1842 per day, or in other words the B. of L. F. and E. spent close to \$31,000 for exchange of views. When we take into consideration the fact that much of such debate is fruitless, and that men having diverse views will eloquently oppose each other for considerable length and ultimately learn that their ideas and desires are identical, the possibility of unwittingly squandering money becomes painfully apparent.

Admitting that progress, the child of reason, emanates from debate, could it not, in the present age be carried on more economically, yet equally forceful in the various associations. Some years ago, during the incipency of the present Societies, it often happened that local lodges existed where perhaps one or

two members performed the greater part of the work, the majority of the members being either too indifferent to make their wants known, or not possessing the necessary education for successfully conducting a logically defined debate. Today, however, we frequently find that the greater number of the members present, having a voice in the proceedings, are capable of maintaining good sound arguments.

Each organization maintains an official organ, which, as it is maintained by the membership of such association, should be the arena of thought for said membership. It is supposedly the field for argument and is eagerly read by the thinking elements of such bodies and therefore offers a good field for dispassionate debate. Some may contend that but few would take interest in such debate; be that as it may, it would then have advantage over the costly method of debating by delegation by reason of the fact that, under the most favorable circumstances but one delegate can represent any local body at a convention, whereas under the proposed plan any energetic and thinking member who desires could give voice to his views; the field for exchange of thought would be greater and the benefits correspondingly increased. Inasmuch as it is incumbent upon us to maintain our lodge rooms the debate would therefore incur no additional expense and would perforce be the acme of economy. When we consider that the views expressed by a delegate in convention assembled is limited to the hearing of those present, the views of such a Brother expressed in a common arena for debate would be known by the entire membership and consequently it would have greater circulation and weight. Such discussion of questions through the medium of the publications maintained by such associations should be encouraged. Personal or slanderous attacks should not be permitted under any consideration. The official organ of the society should defend and uphold the policy of the administration; but at the same time should allow free discussion and just criticism. Advanced thought is

important in the development of such societies and should be invited in order that desirable changes either in the form of government or personnel of the servants may be honestly and dispassionately discussed, and thereby properly pave the way for initiative movement upon such propositions as are from time to time submitted.

With modern advantages it is possible to study and discuss matters of moment without incurring the heavy expenses incident to conventions. All that is necessary is to reduce the propositions to printing, mail one to each member, discuss them in the local lodge rooms, permit each member to record his personal views, and vote upon the proposition. The attendant cost would be nominal,—certainly less than 10 per cent. of the present cost of legislation, and the result would be much more satisfactory.

Nor is the stupendous cost of conventions and the unwarrantable waste of money the only undesirable feature in such form of government: the manner of electing officers is also unjust to the ambitious aspirants for honor. These associations require that men having membership in them be nominated and elected to the various offices; they must give their undivided attention to the affairs of the association, and even though their services are perfectly satisfactory they have no assurance that their reward will be re-election. Therefore each year or every alternate year, whichever happens to be the frequency with which conventions are held, the officers must renew the struggle if they desire to retain their position with such association. This method of election is a pernicious requirement for the reason that an officer may be the choice of a vast majority of the membership, and some of the delegates in the convention having personal dislikes against the candidate, can subvert the interests and will of their constituents by voting against such aspirant for office, and permit their prejudices and dislikes to overthrow the desire of those whom they are supposedly representing. It

is therefore not only an injustice to the officer, but to the membership at large whose wishes for his retention in office have been utterly overcome by the personal viciousness of one man. The best and easiest way to overcome that effect is to redistribute the authority for his choice amongst the entire membership, require them all to vote in the premises and permit an officer to hold his position during good behaviour and as long as he is able to perform the labors exacted of him, in an efficient manner.

It is hard to determine why conventions should be held each year or biennially. I have given the matter considerable thought; have talked with hundreds possibly upon the subject, and the consensus of opinion seems to be in favor of conventions not more frequent than quadriennially,—although it is difficult to understand why they are

necessary at all. It certainly is due the membership of trades unions and other associations composed exclusively of working men that economy be made the prime object of the legislative body of such associations. For enlightened bodies of men to cling tenaciously to an erratic form of government, when it is their hard earned wages that are being used to defray the expenses of its gatherings, is about as absurd as it would be for a man to continue wearing the knee pants he wore in his youth; it is amusingly incongruous to say the least. To be consistent and meet the requirements of the age, these associations should adopt a form of government which will permit the best results being obtained with minimum effort. They are living in the age of progress and in justice to themselves should reach out and gather the beautiful flowers of opportunity which are growing by the wayside.

The Rise of a Pinkblood.

ONE BROWN.

Augustus Pinkblood had a germ. He thought it would be "cute"

To be a freight conductor for a spell,
And so he started "braking" on the Indian Arrow
Route

When business boomed and things were goin' to
—Oskosh.

He had some rich relations and they used the old-time bluff

That Gus was going to carve his own career.
His father was the chairman of the board and had
the "stuff."

Augustus was "the works," you needn't fear.

Augustus thought that he was nice, too nice to twist
the brakes,

And when his fellow-brakemen called him Gus
It sent him in a passion that was like a man with
"snakes."

And lining up the switches made him "cuss."

He made so poor a brakeman that the freight conductors said

It wasn't in his "hide" to run a train,
But Daddy Pinkblood gave it out that Gus must get
ahead,

And so the superintendent's course was plain.

Gus was a sort of plunger, for he always tried to bet
That something would go wrong or else go right.

The other members of the crew steered clear of
Gus's net;

They said. "Gus Pink-a-doodle is a fright!"

One day Gus said to Simpkins, who had charge of
the caboose:

"I'll bet four dollars we'll be late today!"

"I never bet," said Simpkins, "so it isn't any use
To waste your time on me in such a way."

"I'll bet you five round dollars, then," said Gus,
"we'll be on time."

"I hope we will," was Simpkins's reply.

"I'll bet two bucks against a bean you couldn't bet
a dime."

"Perhaps you're right!" Sim answered, with a
sigh.

"I'll bet four plunks or anything we'll get in safe
and sound."

"My baby always prays I will," said Sim.

"I'll wager, then, there'll be a wreck to put us on
the ground."

And as he spoke a great shock "doused his glim."

They struck a low joint in the track, which shattered
the caboose,

And through the air shot Simpkins and his crew.
Gus, turning summersaults, yet found a betting
man's excuse:

"I'll hazard ten that I'll go higher'n you!"

EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

C. D. KELLOGG, Editor.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.
W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

The Schlemmer Case.

Schlemmer vs. Buffalo, Rochester & Pittsburg Ry.

Through the kindness of Mr. Edward A. Mosely, Secretary of the Interstate Commerce Commission, we have received a majority and minority decision of the Judges of the Supreme Court of the United States on the above case. The action was brought for the death of Adam M. Schlemmer while trying to couple a shovel car to a caboose. The shovel car was part of a train on its way through Pennsylvania from a point in New York, and was not equipped with an automatic coupler in accordance with the act of March 2, 1893, which is known as the Safety Appliance Law. The trial court directed a nonsuit and this direction was sustained by the Supreme Court of the State.

Mr. Fuller, our Legislative Representative in Washington, having become familiar with the case, brought it to the attention of Mr. Mosely, whose efforts to secure a writ of error were successful. Schlemmer was a member of the Brotherhood of Railroad Trainmen and Mr. P. H. Morrissey, their Grand Master, provided funds to pay the costs of perfecting an appeal to the Supreme Court of the United States.

Mr. Justice Holmes, who delivered

the opinion of the Court, said among other things that: At the trial special attention was called to the United States statute as part of the plaintiff's case. The Court having directed a nonsuit with leave to the plaintiff to move to take it off, a motion was made on the ground, among others, "that under the United States statute, specially pleaded in this case, the decedent was not deemed to have assumed the risk owing to the fact that the car was not equipped with an automatic coupler." The question thus raised was dealt with by the Court in overruling the motion. Among the errors assigned was one "in holding that the shovel car was not a car used in interstate commerce or any other kind of traffic," the words of the Court below. We are of the opinion that the plaintiff's rights were saved and that we have jurisdiction of the case, subject to certain matters that we shall discuss.

On the merits there are two lesser questions to be disposed of before we come to the main one. A doubt is suggested whether the shovel car was in course of transportation between points in different States. An argument is made also that it was not a car

within the contemplation of ¶ 2. On the former matter there seems to have been no dispute below. The trial court states the fact as shown by the evidence, and testimony that the car was coming from Limestone, New York, is set forth, which, although based on the report of others, was evidence, at least unless objected to as hearsay. *Damon v. Carrol*, 163 Mass. 404, 408, 409. It was the testimony of the defendant's special agent employed to investigate the matter.

The latter question is pretty nearly answered by *Johnson v. Southern Pacific Co.*, 196 U. S. 1, 16. As there observed, "Tested by context, subject matter and object, 'any car' meant all kinds of cars running on the rails, including locomotives." "The object was to protect the lives and limbs of railroad employes by rendering it unnecessary for a man operating the couplers to go between the ends of the cars." These considerations apply to shovel cars as well as to locomotives, and show that the words "used in moving interstate traffic" should not be taken in a narrow sense. The later act of March 2, 1903, c. 976, 37 Stat. 943, enacting that the provision shall be held to apply to all cars and similar vehicles, may be used as an argument on either side, but in our opinion indicates the intent of the original Act. 196 U. S. 21. There was an error on this point in the decision below.

A faint suggestion was made that the proviso in ¶ 6 of the Act, that nothing in it shall apply to trains composed of four-wheel cars, was not negatived by the plaintiff. The fair inference from the evidence is that this was an unusually large car of the ordinary pattern. But, further, if the defendant wished to rely upon this proviso, the burden was upon it to bring itself within the exception. The word 'provided' is used in our legislation for many other purposes beside that of expressing a condition. The only condition expressed by this clause is that four-wheeled cars shall be excepted from the requirements of the Act. In substance it merely creates an exception, which has been said to be

the general purpose of such clauses. *Interstate Commerce Commission v. Baird*, 194 U. S. 25, 36, 37. "The general rule of law is, that a proviso carves special exceptions only out of the body of the act; and those who set up any such exception must establish it," etc. *Ryan v. Carter*, 93 U. S. 78, 83. *United States v. Dixon*, 15 Peters, 141, 165. The rule applied to construction is applied equally to the burden of proof in a case like this. *United States v. Cook*, 17 Wall. 168. *Commonwealth v. Hart*, 11 Cush. 130, 134.

We come now to the main question. The opinion of the Supreme Court was as follows: "Whether the Act of Congress

* * * has any applicability at all in actions for negligence in the Courts of Pennsylvania, is a question that does not arise in this case, and we therefore express no opinion upon it. The learned judge below sustained the nonsuit on the ground of the deceased's contributory negligence and the judgment is affirmed on his opinion on that subject." It is said that the existence of contributory negligence is not a Federal question and that as the decision went off on that ground there is nothing open to revise here.

We certainly do not mean to qualify or limit the rule that, for this Court to entertain jurisdiction of a writ of error to a State Court, it must appear affirmatively that the State Court could not have reached its judgment without tacitly, if not expressly, deciding the Federal matter, *Bachtel v. Wilson*, Jan. 7, 1907. But on the other hand, if the question is duly raised and the judgment necessarily, or by what appears in fact, involves such a decision, then this Court will take jurisdiction, although the opinion below says nothing about it. *Kaukauna Water Power Co. v. Green Bay & Mississippi Canal Co.*, 142 U. S. 254. And if it is evident that a ruling purporting to deal only with local law has for its premise or necessary concomitant a cognizable mistake, that may be sufficient to warrant a review. *Terre Haute & Indianapolis Railroad Co. v. Indiana*, 194 U. S. 579. The application of this

rather vague principle will appear as we proceed.

It is enacted by ¶ 8 of the Act that any employe injured by any car in use contrary to the provision of the Act, shall not be deemed to have assumed the risk thereby occasioned, although continuing in the employment of the carrier after the unlawful use had been brought to his knowledge. An early, if not the earliest, application of the phrase assumption of risk was the establishment of the exception to the liability of a master for the negligence of his servant when the person injured was a fellow servant of the negligent man. Whether an actual assumption by contract was supposed on grounds of economic theory, or the assumption was imputed because of a conception of justice and convenience, does not matter for the present purpose. Both reasons are suggested in the well-known case of *Farwell v. Boston & Worcester R. R. Co.*, 4 Met. 49, 57, 58. But, at the present time, the notion is not confined to risks of such negligence. It is extended, as in this statute it plainly is extended to dangerous conditions, as of machinery, premises and the like, which the injured party understood and appreciated when he submitted his person to them. In this class of cases the risk is said to be assumed because a person who freely and voluntarily encounters it has only himself to thank if harm comes, on a general principle of our law. Probably the modification of this general principle by some judicial decisions and by statutes like ¶ 8 is due to an opinion that men who work with their hands have not always the freedom and equality of position assumed by the doctrine of *laissez faire* to exist.

Assumption of risk in this broad sense obviously shades into negligence as commonly understood. Negligence consists in conduct which common experience or the special knowledge of the actor shows to be so likely to produce the result complained of, under the circumstances known to the actor, that he is held answerable for that result, although it was not certain, intended, or foreseen. He is held to assume the

the risk upon the same ground. *Choctaw, Oklahoma & Gulf R. R. Co. v. McDade*, 191 U. S. 64, 68. Apart from the notion of contract, rather shadowy as applied to this broad form of the latter conception, the practical difference of the two ideas is in the degree of their proximity to the particular harm. The preliminary conduct of getting into the dangerous employment or relation is said to be accompanied by assumption of the risk. The act more immediately leading to a specific accident is called negligent. But the difference between the two is one of degree rather than of kind; and when a statute exonerates a servant from the former, if at the same time it leaves the defense of contributory negligence still open to the master, a matter upon which we express no opinion, then, unless great care be taken, the servant's rights will be sacrificed by simply charging him with assumption of the risk under another name. Especially is this true in Pennsylvania, where some cases, at least, seem to have treated assumption of risk and negligence as convertible terms. *Patterson v. Pittsburg & Connellsville R. R. Co.*, 76 Penn. St. 389. We cannot help thinking that this has happened in the present case, as well as that the ruling upon Schlemmer's negligence was so involved with and dependent upon erroneous views of the statute that if the judgment stood the statute would suffer a wound.

To recur for a moment to the facts, the only ground, if any, on which Schlemmer could be charged with negligence is that when he was between the tracks he was twice warned by the yard conductor to keep his head down. It is true that he had a stick, which the rules of the company required to be used in coupling, but it could not have been used in this case, or at least the contrary could not be and was not assumed for the purpose of directing a nonsuit. It was necessary for him to get between the rails and under the shovel car as he did, and his orders contemplated that he should do so. But the opinion of the trial judge, to which, as has been seen, the Supreme Court refers, did not

put the decision on the fact of warning alone. On the contrary, it began with a statement that an employee takes the risk even of unusual dangers, if he has notice of them and voluntarily exposes himself to them. Then it went on to say that the deceased attempted to make the coupling with a full knowledge of the danger, and to imply that the defendant was guilty of no negligence in using the arrangement which it used. It then decided in terms that the shovel car was not a car within the meaning of ¶ 2. Only after these preliminaries did it say that, were the law otherwise, the deceased was guilty of contributory negligence; leaving it somewhat uncertain what the negligence was.

It seems to us not extravagant to say that the final ruling was so implicated with the earlier errors that on that ground alone the judgment should not be allowed to stand. We are clearly of opinion that Schlemmer's rights were in no way impaired by his getting between the rails and attempting to couple the cars. So far he was saved by the provision that he did not assume the risk. The negligence, if any, came later. We doubt if this was the opinion of the Court below. But suppose the nonsuit has been put clearly and in terms on Schlemmer's raising his head too high after he had been warned. Still we could not avoid dealing with the case, because it still would be our duty to see that his privilege against being held to have assumed the risk of the situation should not be impaired by holding the same thing under another name. If a man not intent on suicide but desiring to live, is said to be chargeable with negligence as matter of law when he miscalculates the height of the car behind him by an inch, while his duty requires him, in his crouching position, to direct a heavy drawbar moving above him into a small slot in front, and this in the dusk, at nearly nine of an August evening, it is utterly impossible for us

to interpret this ruling as not, however unconsciously, introducing the notion that to some extent the man had taken the risk of the danger by being in the place at all. But whatever may have been the meaning of the local Courts, we are of opinion that the possibility of such a minute miscalculation, under such circumstances, whatever it may be called, was so inevitably and clearly attached to the risk which Schlemmer did not assume, that to enforce the statute requires that the judgment should be reversed.

It seems to be a fair inference from this decision and also from that in the Johnson case, that the Supreme Court of the United States is disposed to set aside all quibbling as to the meaning of the Safety Appliance Law, and decide questions coming under its rightful scope in the broad humanitarian sense which was the evident intent of Congress in passing the law. The ruling of the Supreme Court of the United States on paragraph 2, of the Act, to the effect that "any car means" "all kinds of cars running on the rails, including locomotives", and the ruling on paragraph 8 of the Act, to the effect that "any employee injured by any car in use contrary to the provisions of this Act, shall not be deemed to have assumed the risk thereby occasioned, although continuing in the employment of the carrier after the unlawful use had been brought to his knowledge," pretty effectually knocks the props out from under the roads which sought to have state courts read into these paragraphs meanings which would have effectually nullified the beneficent intent of the Law.

We congratulate Secretary Mosely, Mr. Fuller and the Brotherhood of Railway Trainmen upon the satisfactory consummation of the case, and we have no doubt it will be far reaching in its effect.

The Get Together Idea.

Every day and every day the essential fact of the continuity of organized labor becomes a more fixed feature of economic progress. Those who doubt it do so because it is to their interest to do so, not from the logic of past events. To this we make no exceptions, all are included in it, be they employers or employes. What is good for one is good for the other, there is no half way house for them; interdependence is as fixed as life itself. Some visionaries or day-dreamers profess to see a time when the present interdependence will be changed, but with all history, present conditions and future prospects as a guide, the idea may safely be dismissed. According to the inherent tendencies of humanity, it has been found that men are not always willing to deal justly with their fellow men; hence the existence of organized labor.

In the economic evolution of the times the trust has come into existence, that is to say, large combinations of business interests in the same direction have been formed for mutual benefit. The railroads are a striking example; as for instance, the C. B. & Q., the Great Northern, The New York Central, and many others belong to great systems of roads, but they retain their identity just the same as if they did not. And generally speaking organized capital set the example to the laborer—beat into his head with a stick almost—that in union there was strength, and the only hope.

It would seem natural to suppose that the powerful railway organizations might get more closely together, concentrate their power, and at the same time retain their individuality. We are mindful of the A. R. U. attempt at concentration, but we do not think that is a parallel case in our contention, that attempt was foredoomed to failure from its start—and by saying that we do not mean any reflection on the ruling spirit of that attempt—he was contending with elements foreign to and not in harmony with his enthusiasm

and vision. The Cuban Republic up to the present time has been a failure but that is not conclusive evidence that a republican form of government is impossible. We are mindful of what may be said in opposition to the idea, we know of the discordant elements with which it would be necessary to deal, we know that in two organizations, the members of which work side by side in the same yards there is a lack of harmony, we know that in two other organizations, the members of which sit on the right and left hand side of the engine, the gentle bird of harmony does not always find a resting place for its feet, nevertheless and despite these facts, we believe a note may be found in the gamut of common welfare, which will not produce discord in a general concert of interests.

Recognition of the basic truth that the interest of one is the interest of all, is necessary in our individual as well as in our organized capacities, for regardless of the almost flippancy of its use, it is a very real truth. Nor do we mean by that, that in our individual or concentrated power we should go around with a chip on our shoulder, challenging our employers to a fight, but we do mean that in a very large sense, our organizations are for the betterment of our conditions, a barrier against those influences of corporate wealth far removed from contact with actual conditions under which we and our immediate superior officers, have to contend. The tumultuous roar of Wall Street demanding a dividend as entirely drowns the voice of some overworked and underpaid trainman in the far west, as does the roar of Niagara the babble of some adjacent brook; but if the interest of that trainman was made the interest of the powerful railway organizations then their voice would command the attention of Wall Street with mighty little delay.

This manner of safeguarding the interests of the individual members of the railway organizations would not be

open to the objections that are brought against sympathetic demonstrations. That is to say, the interests of all members of the railway organizations lie along the same general and parallel paths. The hardships and dangers incident to railroad service are practically identical whether the service is performed in the Eastern, Middle or Western States, and it is therefore feasible to arrange schedules of pay, and general conditions of service that will cover the whole country.

This getting together of the powerful railway organizations in a federation, alliance, trust, corporation or whatever it may be called, would not be only a barrier against oppression from without, but would act as a balance wheel to its individual organizations; it would create and enforce a spirit of mutual respect and toleration, and be itself a tribunal before which internal differences could be satisfactorily adjusted.

Logically it would seem difficult to understand how a view contrary to

our contention could be sustained. If a man believes in organizing the individual laborers it would seem to follow as a matter of fact that it would be a good thing to organize the organizations of laborers. And no one at the present time can consistently present to himself arguments sufficient to ease his conscience if he does not belong to the organization of his calling. Indeed we believe that where the employers are honest with themselves they are in favor of dealing with their employes through their organizations. We do not believe the railroad managers would care to go back to individual bargaining with their employes, and it would seem that joint committees from all the Orders of railway employes might hold joint sessions with the managers when general conditions were to be adjusted, and it would be a saving of time and trouble all around. And such visible evidence of unified power might have a very salutary effect on the speed and fairness of settlements. No doubt the potentiality of the "big stick" is a good thing.

Can Money Be Tainted

After the wave of surprise that passed over the country had somewhat subsided, people began to wonder why Mr. Rockefeller had given up thirty-two million dollars to the cause of general education. The gamut of pessimistic reasons was run by preachers and laymen, by all sorts of publications, both secular and otherwise, and the consensus of that opinion seemed to be that at best Mr. Rockefeller had an ulterior purpose in view. Not a few contended that the money was tainted and should not be accepted. Among the publications most outspoken on the subject, which we noticed, perhaps the "Commoner" put it in the most pronounced form. The ending of an editorial seems to sum up the case with as much point as could be desired, and is as follows:

The sum of thirty-two million dollars

must be enormous; indeed it is so great that the minds of men cannot comprehend it. But with all of its immensity it ought not be large enough to cover the multitude of sins for which the man who gives it to the "cause of education" is responsible, and with all of its power it ought not be strong enough to destroy the living fact that civilization will have failed whenever vice can be transformed into virtue by the contribution of money and the habitual law breaker is lost sight of in the lionized hero because he has poured into the laps of educators part of the enormous sums of gold he has taken from a people whose laws he has brazenly defied and whose substance he has systematically plundered.

Now of course that is a very severe arraignment and might tend very strongly to throw an unsuspecting person off his feet, mentally. However, we are going to contend that that view of the case is wrong. And we are going to do

it on the basic fact, we take it, that neither vice nor virtue can inhere in money. It makes no difference how Mr. Rockefeller made his money, the money itself retains none of the influences or attributes of the transactions through which or by which his vast accumulations were made. We do not understand that he made the contribution with the idea that he expected it would cover or atone for any of the sins he committed in its getting. If Mr. Rockefeller thought that vice could be transferred into virtue by the contribution of money for a worthy cause then he has kept such a thought and feeling to himself, and if anybody charges him with such thoughts or feelings they do so out of their own imagination or ill feeling for the man. The text books bought by his contribution will be the same as those bought by the dollars of the man who digs a ditch, plows a field or performs any of the uplifting work done by the children of men. No blur or blight will hang over those pages to muddle or befuddle the brain of the earnest seeker after knowledge. The rhythmic music of stars will be as sweet a song, the immensity of space taught by a triangulation of the heavens learned from a text book on Astronomy bought by Rockefeller's dollars, will be just as intense a satisfaction to the recipient as if the same book was bought by money earned in administering comfort, as a Red Cross nurse, to those who had fallen on the field of battle. The coal bought by Rockefeller dollars will make as genial a heat, and warm the children of the schools just as well as dollars made in any other way. It makes little difference what motive or object he may have had, his dollars will go into the avenues of trade and the sycophant, the thief, the libertine, the pious fraud, the righteous, the truth loving, the sweet mother, the loving father, the humble worshiper at the Cross of Christ, all, all will take them nor know, nor think, from whence they came. Those dollars may buy the bread to relieve the hunger of a man, or men, who never heard of Rockefeller; they may buy entrance to

a temple wherein the sweetest strains of music possible to be produced by human voice or instrument, can be heard, and the manner of making them will in no wise detract from the harmony or uplifting influence of the music; they may buy a picture into which some divinely gifted artist—Michael Angelo, Raphael, Rubens or Tintoretto—may have poured the inspiration of a seraphic love, of a majestic passion, of a contrite heart, of a spirit sanctified and uplifted by sorrow, yet those who look upon that picture will be no whit less moved to admiration, and its spiritualizing influence, than if those dollars had just dropped from the mint crucible.

Money is an estimate of value, a medium of trade and in it there is neither goodness nor badness; within a few hours the same dollars might buy food and medicine to care for the sick, liquor and tobacco to debauch the youth, or fine raiment and gems to adorn it; furnishings of rare beauty and virtue to make attractive the home of love, duty and truthfulness, or the same things to make attractive the den of vice, corruption and crime. The money of the gambler, the thief or murderer, will buy the same kind of food, raiment or anything else as the money earned by the most earnest honest toil.

Taint cannot inhere in money, the vice or virtue which it buys or induces reflects on the buyer and to it as a medium attaches no attribute of that which it has purchased; as well might we ascribe vice or virtue to the electric current which makes it possible every morning to read of all the good and evil things done throughout the world yesterday. There seems to be little doubt as to the consensus of opinion regarding at least the moral side of the question of how Mr. Rockefeller made his money. Nor does it change the aspect of the case to say that no doubt thousands of men would have been willing, and tried to do, the same things he did. Neither does it detract from the moral obliquity of the case to say that most of his operations were done within the pale of the law and we doubt if any argument could be produced that would convince him

that it is morally wrong to crush out a rival in the same trade, or to take advantage of another's poverty or misfortune. We make no plea for a mitigation of the condemnation that should be meted out to all who transgress the moral or civil law, but however great their transgressions we do not believe

that the millions they have accumulated, if turned into avenues wherein the general education of the youth of the land is taught, that those millions will tend to make the youth like unto the giver—that to them will adhere or inhere any of the vices or virtues of the donors.

The Problem of the Railroads

The problem of the railroads has been to keep up with the growth and expansion of the country; the evolution and progress of business in a striking era of prosperity. In all parts of the United States railroad trains are delayed, their yards and terminals are crowded with freight that cannot be delivered, in many places roads have to refuse freight, both because of lack of cars and lack of motive power if they did have cars, coal and all kinds of merchandise designed for local consumption is an inordinately long time on its way from the central markets. The people suffer in their pockets, in their comfort and they see no reason for it and cry out against it. Surely it would not be to the interest of the roads to thus abuse the rights and privileges of their patrons and a little thought would lead most people to the conclusion that a reason existed for the seeming disregard of the rights of the public. Reasons do exist, although it would seem the railroads have been slow in finding it out or else slow in taking the people into their confidence—or both. Broadly speaking the increase in trackage, cars, motive power and terminal facilities have not kept pace with increased productions of all kinds and the increase in population. A few statistics may help to comprehend the tremendous elements entering into this last sentence. For instance in the year 1890 the value of farm products offered for railway transportation was about \$2,466,000,000, the same kind of products offered for transportation in 1906, was somewhat over \$7,000,000,000; the

value of manufactured products in the United States for the same period was respectively, \$9,372,000,000 and \$17,000,000,000, or practically speaking the value of production in the last fifteen years has increased three times. The natural inference from these figures is that transportation facilities should have increased about three fold in the last fifteen years, but the following statistics show how far they have fallen short of it. For instance the trackage increase is shown to be as follows: total number of miles of track in 1890 in the United States was 163,597 and in 1906, 220,000, and it should be remembered that much of the increase was in branch lines and roads into new country which created more business for the trunk lines instead of relieving them. In freight offered for transportation the mileage should now be about 487,000 instead of 220,000. Of course this is a somewhat crude way of estimating it as the increase in the efficiency of motive power and methods of operation are not considered, still if most of the single track roads had double tracks and most of the double track roads had four tracks, there is little doubt but what the situation would be greatly relieved. If to this could be added adequate terminal facilities then indeed might we look for relief from the present very unsatisfactory conditions. The motive power could soon be supplied. The magnitude of the situation is thus brought to us, and the railway owners, managers and people are confronted with the tremendous truth that present railroad facilities probably ought at this minute to be more than double what they are. It seems as if the whole people are suffer-

ing from lack of comprehension of the magnitude of the amazing prosperity of the times. Or as a recent writer put it, "until we learn to think in billions we cannot measure the meaning of the

material development of the United States during the last quarter of a century; much less can we mentally grasp the potentialities which the coming years have in store for us."

Union Labor As Peril

Mr. Wardrow Wilson is president of Princeton University, and in a recent speech before the South Carolina Society he is reported to have said that, "the labor organizations of the country are as formidable an enemy to the equality and freedom of opportunity as the capitalists, with their special privileges. Representing only a small minority of the laboring men of the country they are quite as monopolistic in spirit as the capitalists, and quite as apt to corrupt and ruin our industries by their monopoly." We are awfully glad to know just what is ruining our industries, as it has been quite apparent for some time that the "amazing prosperity" of our country was only an indication of decay, showing that there was a worm in the bud, so to speak. And Wardrow Wilson has in two sentences told it all. It will be noticed that this Princeton president is simply called Wardrow Wilson, without any handle, which we presume puts him in the Carnegie 'class, as no one ever thinks of calling him anything but Andy or Andrew Carnegie.

It is not noted in the press report of his speech that Wardrow Wilson stopped to explain how a "small minority of the laboring men of the country 'could' corrupt and ruin our industries by their monopoly." To the ordinary mind not versed in the intricacies of logic there seems to be contradiction in these two assertions, and the thought will intrude itself into our mind, that either Wardrow slipped a cog in his reasoning (?) or else he was not reported right. We do not know it to be a fact, but we feel quite safe in making the statement, that Wardrow Wilson has gained all his knowledge of labor organizations from

books and other printed matter. We opine that he has never found it necessary to take an axe or hoe or shovel and go out and hunt a job and after he found it to be compelled to "go down and get it" day after day and year after year for a dollar, dollar and a half or two dollars a day, for ten hours a day, and when shorter hours or better conditions were requested, be told to move on as there were plenty of men who were willing to work for that in order to keep soul and body together. We feel quite sure that Wardrow Wilson has not gained his knowledge of organized labor from an intimate acquaintance with the generosity (?) of employers in their dealings with employes in large business affairs. He may think employers are constantly figuring how they may enhance the comfort and emoluments of those who do the work of the world; that there is a constant tendency among employers to better the environment and working conditions of the laborers; he may think the scab is a hero and the walking delegate a demon, but if he does think all these things then for a truth he has not gained them from actual contact with conditions as they exist in the labor world. Nor do we believe the facts of the case will bear out the assertion that only a small minority of the laboring men of the country are members of organized labor. Of course the term "laboring men" is quite indefinite. If he means lawyers, doctors, or preachers, then the statement is absolutely without foundation, because not only do they all belong to the organization of their craft (?) but they positively have a closed shop—the lawyers and doctors are protected by legislative enactments, and the preachers by the no less rigid formalities of their creed. If he means only those who labor with their hands,

or with hands and head, then minority is certainly not the word to use, for the statement is notoriously wrong. Instance, the carpenters, brick-layers, teamsters, coal miners, boiler makers, boot and shoe workers and many others to say nothing of the typographical union, the telegraphers, and all the railway labor organizations. In the latter organizations we know that from seventy to ninety per cent of the eligibles are in the fold of organized labor, and we believe the typographical unions have fully ninety-five per cent, or more. It looks as if someone has been "stringing" President Wilson, or else he spoke without notes and expressed his feeling of how he thinks things ought to be instead of how they are. It has become quite a fixed idea and belief of ours that progressive business men and employers are no longer opposing or attempting to destroy organizations of their employees. They realize the economic necessity of such organizations, and the futility of attempting to crush them if they desired to do so. Business men and close observers of the trend of the times understand that the unions are a benefit to society in general and that the efforts of the obstructionists to place obstacles in their way or to discredit them by specific instances in which trade unions, or the members of them, have committed errors and making the claims that these are symbolic of the organizations as a whole, are erroneous and should not be allowed to be taken seriously. We believe that the far-seeing business men and thinkers concede that in the main the unions are right; that the funda-

mental principles governing them are correct; that if every labor organization could be crushed tomorrow, absolutely disorganized, then a chaotic condition would obtain which would prove a calamity to and reactionary on our civilization. Indeed it is our belief that the present industrial conditions could not have come into existence without at the same time bringing with them just the present condition of organization in the labor world. One condition is absolutely consequent upon the other, and the only way the present industrial conditions could have been brought about, without at the same time bringing into existence the present labor organizations, would have been for the employers to have acted fairly both as to wages and conditions of service. Surely we know that trades unions are often accused of making unreasonable and arbitrary demands upon employers, asking for concessions which perhaps are impossible for employers to concede, but we do not believe such charges can be substantiated; indeed they are most generally made for the effect they will have with the public. Against such accusations also are the facts, that can easily be proven, that certainly the leaders of trades unions, if not the rank and file, are as well if not better posted upon trade conditions and the economics related thereto than the employers. Unions seldom make demands for increases in wages and reduction in hours of labor without first considering trade conditions, cost of living and all economic conditions which affect the question.

President Appoints Immigration Commission

It will be remembered that the 59th Congress, which ended the 4th of March 1907, made arrangements for the appointment of a commission to look into all the various phases of immigration and make a report of its findings and recommendations to the next Congress. The commission has been completed and is as follows: Charles P. Neill, Commissioner of Labor; Professor J. W. Jenks of Cor-

nell University, and William R. Wheeler, a business man of Oakland, Cal. The commission is now complete, the Senate and House members having been announced as Senators Lodge, Dillingham and Latimer, and Representatives Howell of New Jersey, Bennet of New York and Burnett of Alabama. It would seem as if Congress is now going at the subject of immigration in a practical way, in an investigation, the result of which, should bring about more satisfactory conditions both to the immi-

grant and to the people of this country. After conceding that immigration of the right kind is a good thing for the country, the question of distribution of immigrants plays a very important part in the influx of aliens. While it is a fact that the large steamship companies are a very important factor in the immigration problem, still it will be noticed in all classes of immigrants that they have a very good idea of where they want to go, and it is difficult indeed to change their destination, that is to say, friends on this side who have been here some years have given them pointers

as to where they will be likely to obtain the highest wages. We very strongly incline to the opinion that if laborers were needed in the South and the wages paid there were from twenty-five cents to a dollar a day more than in New York, or if wages anywhere outside of New York were more than in New York, then the question of congestion in that center would soon cease to be at all vital. And we strongly incline to the belief that until wages are more outside of New York than in it the congestion will continue in New York.

The Chicago Highland Park Home

Elsewhere in this issue we print a yearly report by expert accountants of the "Home."

As there is quite a good deal of gray matter being used in the letters of the Brothers about the Home we would suggest a careful study of this report. A brief analysis of some parts of the report may not be out of place. The total expenditures for the year amounted to \$11,287.04 and the total number of days spent in the Home by inmates, 9,330, which shows that it cost just about \$36.70 a month for the care of each person. The report further shows that the number of days spent by our members in the Home was 1403, and taking four as the average number of men our Order had in the Home during the year we see that it cost \$1429.69 to care for them. For the two years previous to 1906 the cost per man was \$32.50, which shows that for the last

year the increase has been \$4.40 per man. This seems quite large, but when we consider the increased cost of everything entering into the consumption of the requirements of the Home we have no doubt it is reasonable as it could be done. We believe the inmates of the Home should have the very best of food and medical attention, and we have no doubt they get just that. It has always seemed to us that the Home could be located in a warmer climate, where not only the cost of fuel would be largely reduced, and the benefit of out door air and sunshine enjoyed by the men. It would seem also that fresher and more abundant vegetables could be had and for a longer period of the year, however it is probable that some unforeseen abjections would be found in any other place. It has never struck us that an invalid would enjoy the gentle breezes off Lake Michigan for any considerable portion of the year.

The Work of Division Secretaries

The Editor of the **THE CONDUCTOR** had the pleasure recently of visiting Chicago Division No.

1. and saw them initiate three candidates, besides going through all their other business. In 1890 I was secretary of Division 196, which at that time had about sixty members; along in the nineties and up to 1893 I was very well acquainted with the work done in Divi-

sion No. 3, which had a membership of about 250. In fact I did the secretary work of that Division almost entirely during the first half of the year, and since then of course have been quite in touch with all their work. This experience covers a period of over twenty years and rather think gives me good reason to speak on that subject.

Probably few members in the Order realize what the work of the Division secretary is, the amount of it, and the

exactness with which it must be done—of course those who have never had the experience are perhaps not to blame, but those who have had the experience know that to a very large extent, that to a very great degree, the success or failure, the progress and upbuilding of the Order all over the land, depends very materially upon the faithfulness, singleness of purpose and integrity of the Division secretaries. We sometimes feel almost like exclaiming with the Psalmist—"Behold a good secretary is better than gold, yea than much fine gold"—and when a Division has one, they ought to hang onto him and uphold him with might and main, and a very liberal salary, and other help as he may economically need.

Few members of the Order think or realize what the constant changes in the laws, made at every Grand Division, mean in the work as it reflects on the Division secretaries; more data is necessary for the Grand Secretary; more extensive reports on different subjects are constantly being demanded, and in them exactness and punctuality are imperatively necessary in order that the work in the Grand Secretary's office may not be delayed, incomplete or inaccurate. And of course as a Division grows in membership the work of the secretary increases in a much greater proportion than the increase would indicate, that it so say, a Division with one hundred members does not have half as much work for their secretary as

a Division with a membership of two hundred, a Division with nearly five hundred members has naturally much more than twice as much work for its secretary than a Division with but two hundred and fifty members. Then too the location of the Division has quite a good deal to do with it. For instance, the conditions surrounding Chicago Division No. 1 are most ideal for a maximum of work for their secretary, and I could not help but think as I saw the work piled up for the secretary, one thing after another, "I make a motion that the secretary be instructed to notify all Divisions on the road" and "I move that the secretary do this and that and the other" for over two hours—and I marvelled within myself how the secretary kept it all straight and when in the world he was going to find time to do all that work and run his train—and I also just wondered if the members of No. 1 realize what a model of a secretary they have in Brother Warren; I know his efficiency is realized and recognized in the Grand Secretary's office, and that is the most severe test.

I have always believed that Division secretaries should be very liberally remunerated, but there seems to be a good deal of difference of opinion among Divisions on the point; for instance, Division No. 55, Kansas City, Mo., with 223 members, pays its secretary \$720.00 per year, No. 1, with nearly 500 members pays its secretary \$500.00 per year.

The Conductor's Easter Bonnet.

"Spring is a theme on which they say,
To write a springtime sonnet;
Instead, this time, we'll write a rhyme
On our conductor's bonnet;
His Easter bonnet
With visor on it,
But until May
He dare not don it.

Serge is the stuff of which 'tis made,
You may depend upon it
That it is blue and spick span new
Is our conductor's bonnet
His Easter bonnet
Has gold braid on it,
But until May
He dare not don it.

Pride is a thing hard to subdue,
Just note this fact and con it,
Naught else will do but gold and blue,
For our conductor's bonnet.
His Easter bonnet
Has gold badge on it,
But until May
He dare not don it.

May is the railroad's Easter time,
You may rely upon it
That up to date at any rate,
Is our conductor's bonnet.
His Easter bonnet
With buttons on it,
Some time in May
He'll surely don it.

M. WINCHESTER ADAMS.

LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

It has been a long time since I wrote for THE CONDUCTOR, and I don't believe I would be here now but for business. I have turned all correspondence over to our Division correspondent, and she has done well. With a few cuts and slashes in their letters they have been fairly intelligible and we are proud of every one we have had. Of course it is a little discouraging to have one's letter knocked in the head just at a point where we are sure we are making a good point; but then little things like that don't count in this world, and our correspondent only rolls up her sleeves, takes up her pen and proceeds to get to the point once again. Never mind, it will all come out in the end. I read the letters from the different Divisions every month, and by the time I come to the end of the list I am feeling saintly and bulges are coming on my shoulders (wing sprouts). Why, what a lovely set of women belong to our Auxiliary. To read their good thoughts, noble sentiments, etc., etc. one would think they were all insured and prepared to fly, but honestly, when I think how nice they all are, and the lovely thoughts they express for each other, it makes me turn my eyes into my own heart and search it good, just to see if it is full of the same "love" toward all my Sisters. I hope it is, and now I will stop moralizing and get down to business. I have been appointed chairman for revision of Ritual. This work is only to change the present secret work, correct errors, also make changes where the present work can be bettered and made more perfect. I have as yet received but one suggestion, and that only for change in one part of work (Lodge work). I certainly would like to hear and receive suggestions from any Division that thinks it has something good.

I expect to put the new Ritual on the floor at Convention for the approval of the delegates with the use of the new drills. I shall use the large drill of thirty members, including color bearers, and I would like as many of the delegates, or visiting members who care to give their time to practice, to come prepared with white outfit, even to shoes. I want this work done A No. 1, and the ladies who saw White City staff give it in Chicago at our School, know just how beautiful

it is in white. I will bring the staffs from our Division. I expect to borrow ribbons from the Memphis Division. I trust the good Sisters will come forward like little ladies and give some of their time to me. I know it's hard to give up pleasures to practice but I guess we can manage to combine the two and not be tried to death. I shall use eight delegates for the color bearers from the smallest Divisions, for this part can be separated from the large drill and used in the initiatory ceremony by very small Divisions.

Now please, Sisters, if you have suggestions to send in, do it just as soon as possible, do not wait until Convention, then snow the committee under with changes you want and want badly, for we will have our work in shape (at least that is the way I want it) and just as we want it. Of course all presented work is subject to change. White City Division will be at Memphis en masse, or at least we expect to be, but I am afraid the new "pass law" will put a big spoke in our wheel. Brother Garretson tells us he can't get cars for us as he once did; what a shame, but anyway we will be represented, I hope, by enough so you may know we are alive and not sleeping. Our ladies are a jolly set and like good times, always something doing at their meetings and club. By the way, we have organized a "Club" and meet the first Friday of the month. This club is only for social pleasure, all business (Auxiliary) tabooed.

The Division will give its tenth Annual Reception and Cotillion on April 1st—Easter Monday at the Sherman House, a lovely place. The Assembly Hall, where we dance, is fine. I would be delighted to meet all of you there. Then here comes our "Annual Masquerade", to be held at my home next Tuesday—no one admitted but ladies. I have heard "things" so I shall have the hostess keep her eyes open for Brothers.

Before I come to the end of this letter I must say one word for the Home. I have read all the good Brothers' letters on this subject and I can't say that any of them just suit me. Why don't you leave well enough alone? The Home as it is, is getting along splendidly; it is situated in a lovely spot. The men have everything they need to make life pleasant; as for that part of it, they can never more be satisfied with life. Men who have in

their time been independent and in their own home, and then come to the place where they must lean on others for their support, cannot help but have that dissatisfied, discontented feeling, no matter how well they are situated and provided for. The men at the Home are thankful and are as well contented as it is possible for them to be. None of them are able to work on a farm, not even to chasing the chickens out of the garden. Nearly all of them are in bad shape; those who can use their hands do the best to make articles to sell to get some change for their own use. Mr. O'Keefe and wife are excellent people and they do all in their power to make the Home a sure home for these disabled men. The Brotherhoods could not keep up separate Homes (they would if they could) for just as sure as such a Home was started, then would come trouble. I think if the Order could give its disabled Brothers a certain sum per month, and let them live with their families, why that would be all right. Then again, supposing they have no home, they would drift around among people who would have no interest in them, only for the money they could get from them. No, I certainly believe you better let the Home rest as it is. I think this way: that all members of the different Brotherhoods should be taxed the same per cent regardless of how many inmates in the Home belonging to the different Orders.

By doing this way we would soon have a Home of which we would be proud. I don't think going to the Home ought to be made compulsory. I am right here on the camping ground and I am sure the Home as it is carried on is a success. You separate these men, the goats from the sheep, etc., etc., and then will come trouble. Men get tired and bored to death of their own kind when they are together weeks, months and forever. There are engineers, conductors, firemen and trainmen, out at the Home, make more runs together, have more experiences to relate to each other—you would be surprised to hear them. Now put a lot of men together who have worked in one capacity and they would soon bore each other to death. So, my dear Brothers and Sisters, you who are all the time working up new schemes for the betterment of the Home, just leave it alone, and make the one we have better, make it larger so we can have room to accommodate more of the applicants. There are only two houses and some of the men have to live in the woodshed—it's made very comfortable and I believe Jerry really likes it—but of course that's extra fine. Now if the Trustees had a certain sum to depend upon, why they would soon do wonders. The present site is fine, but if the Home was moved to a warmer climate it perhaps would be better, that is for the winters, as it is cold here so long in the season. There is where the cost comes in, for fuel etc., etc.

All Divisions of the different Auxiliaries in Chicago hold their annual picnic at the Home during the summer and the men enjoy their coming very much. We have dinner for them, treat them to ice cream, sell their work and do all in our power to make our day a pleasure to them. White City Division sends \$12.00 per year for our membership certificate. I think the other Division send their contributions also. We are all interested in the

welfare of the men, and in the prosperity of the Home.

Trusting I will meet all the good Sisters with their white regalia—ready for work and willing to help me.

MADGE E. SEWELL.

Chicago, Ill.

Editor Railway Conductor:

The past year has been successful both socially and financially, and we feel that 1907 will be fully as successful.

Our new officers are doing nobly and Sego Lily Division 170 is progressing rapidly, have taken in four new members this year.

On February 22nd the O. R. C. gave a banquet in honor of the Auxiliary. Speeches were given by Brother Havenor and Brother Carter, also by Sister Walker, our President.

A splendid musical and literary program was given, after which supper was served to 110 persons.

A bean guessing contest followed. A bottle of beans was passed, each lady having a guess as to the number of beans in the bottle. Sister Creamer, coming the nearest, was awarded the bottle of beans and the prize, which was a small gold hatchet.

Salt Lake, Utah.

VIRGINIA DEACON.

Editor Railway Conductor:

St. Valentine's day, 1907, was celebrated in quite an unusual manner in Omaha, Nebraska, by a band of women, who, while admitting that "hearts are trumps," also demonstrated their ability to appreciate the efforts of Sisters Wadsworth and Peterson in effecting an organization of Omaha Division No. 242, L. A. to O. R. C., for this Division is the result of patience, perseverance and hard work on the part of the above Sisters.

Our organization was made by District Deputy, Sister Holst, ably assisted by Sisters Marshall and Kolf, all of Coreopsis Division No. 86, Lincoln, and we began our labors with a charter membership of thirty-three "good and true."

Election and installation of officers followed the preliminaries of organization, and we believe we have chosen from our number some very efficient workers. Our President, Sister Wadsworth, is a woman of exceptional executive ability and has also shown herself quite a diplomat in other matters, both characteristics being requisite to the workings of a successful President, and, in the election of Sister Overmeyer as Vice-President, we are sure of the best results, for she also is a woman of unusual strength. Our Secretary, Sister Sleeper, while confessing herself new to Division work, enters into it with a vim that cannot help but win for her success. All of our other officers are women of ability, so Omaha Division 242 starts out under very auspicious circumstances and bids fair to be a large and prosperous Division.

Several previous attempts to organize an Auxiliary here have been unsuccessful; therefore the Sisters who undertook the work again did so knowing they would have obstacles of no small dimensions to overcome, and their success is the more cause for congratulation. We hold our meetings on the second and fourth Thursday afternoons of each month for the present, but in time may change

one afternoon meeting for an evening session, which arrangement will give the Sisters an opportunity to display their genius in a social way.

At our next meeting, which will be our second regular one, we expect to initiate two or three new members, as well as receive the petitions of several others.

Our Division has experienced its first tinge of sadness, and all hearts go out in sympathy to Sister Quinn, whose husband met with such a serious and perhaps fatal accident. MRS. GEO. CARTER.
Omaha, Neb.

Editor Railway Conductor:

Well, as this is my second attempt, and not knowing yet, but what my first found its way to the waste basket, I feel a little bit shy of trying to make myself heard. We are plodding along pretty well on our new year, 1907. I just heard from our worthy secretary, Mrs. B. F. Jones, that 207 and 199 of Nashville, Tenn., tied for the medal, 199 having had it for 1906. Of course we are a little disappointed as we will only be entitled to hold it six months, and 207 six months. It is needless to say anything as to what we did last year, as our getting the medal bespeaks for us. So, Sisters, let's push onward and upward, keeping before us our motto, "Charity, Truth, and Friendship".

Nashville, Tenn.

MRS. JAS. H. WEBB.

Editor Railway Conductor:

Having been elected correspondent the spirit moves me tonight to break the ice and give THE CONDUCTOR a peep into our midst, (Star of Utah Division No. 83.)

I, being a green member in the railroad circle of the dear conductors and their dearer wives, feel somewhat dubious as to how I shall proceed.

I find, in looking over the constitution, we are supposed to have an article every three months, and by the way, may I inquire, why is it there has never been anything from Division 124 in THE CONDUCTOR since I began its perusal some two years ago? I have had the pleasure of meeting many of the conductors and I surely cannot feel it is lack of material or ability.

It is certainly a fine opportunity to get in touch with our Brothers and Sisters all over the United States, Canada and Mexico. I wish some fairy would inspire my pen that the influence from it might be felt for the good of all.

We have started in 1907 with a full determination to assist our worthy President, Mrs. Geo. King, who, after a hard struggle through the first year kindly consented to serve again.

At the present writing past grievances seem to have been adjusted and the best of feeling prevails.

Our penny collections for the flower fund and the ten cent raffles, something worth having, being given by each lady in alphabetical order for each meeting, are a source of considerable revenue.

The entertainments supposed to be given by each member once a year are also lucrative as they tax each guest ten cents, and the good times we have playing games and winning prizes (always three

given by the hostess) are not to be sneezed at. And how our palates are tickled with the goodies that satisfy the inner man; each one seems better than the last in that respect if that were possible.

Let us know if any of you are passing or coming to Ogden. Some of the ladies would call and you might strike a party and win a prize.

Ogden, Utah.

MORE ANON.

Editor Railway Conductor:

I think it is about time you heard from Aura Division No. 26.

We installed our officers February 17th, Sister Nolan as our installing officer. The work was well done. After the meeting closed we had a surprise for our Past President, a dainty lunch was served and we presented Sister Nolan with a cut glass dish.

We took in five members last year, and five members this year, which we will take in at our next meeting, March 7th. We had a fine meeting, a good turn out. We had a visitor from Bethlehem Division, whom we enjoyed having with us. After meeting closed we served a lunch. Some of our ladies are always looking for something good to eat.

Now I hope that some of our Sisters who do not attend very often will try and do better this year. Collinwood, Ohio. MRS. LILLIE SHELTON.

Editor Railway Conductor:

I think that in my election as correspondent of Division 10, L. A. to O. R. C., I might define it as I once saw a definition of second marriage given, and that was as being "the triumph of hope over experience" for I am sure that my former year as correspondent must have been a disappointment to them, but I will try and do better this time as they have honored me the second time.

In the year that has just passed we gained some new members and feel very much encouraged, and while we do find it hard to get our members to attend the regular meetings as we should like to have them do we are hoping that before this year of 1907 is ended we may be able to report a good attendance.

We have formed a Quilt Club and we are in hopes that our meetings there (socially) will be the means of drawing us so closely together that each and every member will make a special effort to attend the regular meetings.

Our worthy President, Sister Miller, was elected to represent us at the Grand Division, and knowing her as we do, we feel sure that we will be well represented there, and she will carry with her the best wishes of every member of the Division.

Scranton, Pa.

E. E. C.

Editor Railway Conductor:

Carnation Division 108 has started into the new year with a good set of officers and with bright prospects of a very successful year, socially and financially.

We have taken in three new members lately, and have two more ready for initiation, also several petitions out.

On December 7th, our Grand President, Sister Moore, was with us, also Daylight Special Division 172, and Juanita Division 86. We enjoyed the instructions of our Grand President, and all feel that the day was well spent, especially Division 108 feels that it was good to have Sister Moore with us, and we are imbued with a desire to live more closely to our obligations and our motto of "Charity, Truth and Friendship," and the greatest of these is Charity, for the heart can give when the hand cannot.

I will tell the Sisters how we are trying to raise money for the Division. Each Sister takes her turn in bringing some article which is not to cost less than twenty-five cents to the Division room to be raffled off, each Sister present taking five or more chances at one cent per chance, and the one holding the lucky number takes the prize.

Mrs. J. F. BUTLER.

Springfield, Ill.

Editor Railway Conductor:

The ninth of February a jolly crowd of the Sisters of Robert Pitcairn Division No. 9 went to the home of Sister Henry Faut to spend the day, it being her birthday. All reported a very pleasant time.

Am sorry to chronicle the sickness of Sisters Rambo, Gray, Mell, Parks, Burns, Rice, Morrow and Stevenson. We hope for their speedy recovery.

How much good we can do if we only make an effort, look around and go to those who are in trouble and need your assistance. Nothing can elevate the Order more than to confine ourselves to our motto, Charity, Truth and Friendship. The sentiment that our motto represents is sublime.

Some may say that my church work is all that I can do. God says in His Holy Book, "Let your light so shine that you will glorify your Father in Heaven." That means to go outside of your own church, do good by the wayside. As Sisters let us hold ourselves in strict obedience to our laws, showing to the world the high principles of our Order.

We were very much pleased that our District Deputy, Sister J. A. Ody, stands at the head in the semi-annual Deputy Report.

Pittsburg, Pa.

Mrs. PHILIP MOONLY.

Editor Railway Conductor:

As I have been elected correspondent for the ensuing year, I will try and tell some of the doings of High Rock Division No. 160.

On October 29th and 30th our Grand President held a School of Instruction here with Divisions 77 of Martinsburg, W. Va., No. 181 of Baltimore, Md., and No. 160, of Hagerstown, Md., and to say we all enjoyed it would be putting it very mild, indeed. I think any one can enjoy our Grand President's instructions for she has such a sweet way of telling you when you do wrong in the Division room. On the evening of October 31, we all went to the home of our Secretary, Sister Bender, where we had a good social time and had refreshments and a very nice little talk from our Grand President.

On December 13 we held our election of officers, at which time we had the pleasure of having with us Sister Gray, of Monumental Division No. 81. Come again, Sister.

We installed our officers at our first meeting in January. We do not increase in membership as fast as we would like to, but we are all good and faithful members, and nearly always have a good time when we meet, and if our outside Brother Conductor's wives would know what a nice place it was to be in, they would all come and join us very soon without being coaxed. We ask every good Brother's wife to come and join hands with us. You will never be sorry for it.

Hagerstown, Md.

Mrs. M. STILZEL.

Editor Railway Conductor:

It being my good fortune to report a new Division I hope you have space for us, and that we are in time for the April CONDUCTOR.

After one or more unsuccessful attempts to organize a Ladies' Auxiliary, Mrs. Maud Sullivan of Division 100 White City, moved into our midst and with the plucky assistance of Mrs. I. D. Darrington braved the rain and mud, and succeeded in the enrollment of 23 for charter members. We were organized and officers chosen, and in less than 10 days Deputy Sister Inez Waltz of Evansville, Ind., came and completed the organization and installed the officers, thus forming a band of willing workers ready to meet anything which may come before us.

On Sunday, March 3rd, we entertained at the hall, after the meeting of the Brothers, in honor of Mrs. Waltz and the Brothers of Division 290. A very delightful lunch was served to almost one hundred hungry guests. Music was a feature of the evening, also the presentation to Mrs. Waltz of a souvenir spoon of Paducah.

I wish to state that our Brother conductors presented us with the charter and also the hall rentals, thus showing their liberality which we appreciated very much.

We named our Division Paducah Division No. 243, and we feel proud that we were the first to organize in the state of Kentucky and we feel that we have a great deal to do before our convention in Memphis.

Mrs. HENRY HARRIS.

Paducah, Ky.

Editor Railway Conductor:

We of Division 57 feel that the year 1907 will be our best year yet. We have been organized a little over five years and I believe in a financial way very few of our Sister Divisions can beat us. Our only trouble is getting the Sisters to attend. Will some of my Sister correspondents suggest something that might interest the Sisters and make them attend meetings? Everything we have ever undertaken in a social or charitable way has been a perfect success, but it seems when meeting days arrive the Sisters have something more important. My idea is there is nothing half so important as our Auxiliary.

I have just had the pleasure of organizing in Paducah, Ky., a most delightful Auxiliary with twenty five charter members, and as it is the first

Division I am doubly proud as I am a Kentuckian myself. Prospects are so bright for it to be one of our very best Auxiliaries, so I am expecting great things of my Kentucky Sisters and I am sure they will not disappoint me.

Sister Stone, our correspondent of last year, had bad luck with her letters as she sent two or three and from some cause they were not published. I feel that they must have been lost for I am sure they were too interesting to find their way into the waste basket. [Must have been lost—the editor has some unsigned letters.—Ed.]

Well I hope to meet many of the Sisters in Memphis in May, but if I can't be with you, Division 157 will be ably represented by our alternate delegate, Sister Erwin, who is also our President.

Evansville, Ind.

Mrs. L. B. WALTZ.

Editor Railway Conductor:

I am like the bashful "two year old" who, with dolly behind, peeps round the corner of the door into the best room where mother is entertaining some "grown ups", and upon being coaxed with promises of future sweets, demurely steps in. I, too, being out of this circle for such a long time, enter with some misgivings as to my ability of doing justice to the Sisters of Nonpareil Division No. 70.

We have been progressing finely. During the latter part of last year we gave a "hard times" party which brought us quite a little sum to our treasury. This year in the way of entertainments, we had a masquerade in January, which, owing to so many other social affairs that evening, had a small attendance, but nevertheless every one had an enjoyable time.

We are now going to give a surprise to every Sister. We intend to bring our suppers and pass the evening away in social chat, music, etc.

We received two new members lately and lost one.

Mrs. N. J. OAKES.

Clinton, Ia.

Editor Railway Conductor:

It has been some time since Golden Rod Division 43 has been heard from through THE CONDUCTOR but I am glad to say we are very much alive. Our membership is rapidly increasing, and owing to a most generous gift from Atlantic Division 180 and Georgia Division 457 of \$25.00 each, we are also prospering financially. Our socials, which we hold monthly, aside from promoting sociability, yield a neat income.

By the close of 1907 all the Sisters will have had an opportunity to have us meet with them.

We had joint installation on December 30, with Atlanta Division 180 and Georgia Division 457. The installation took place in Atlanta Division's Hall, in the presence of two hundred guests. The Auxiliary installed its officers first, followed by the Divisions. At the close of the installation refreshments were served, and all proceeded to fill the inner man. So pronounced was the feeling of friendship and good will, it was like a large family reunion, everyone enjoying the occasion as a token of love and appreciation. Past President, Sister A. F. Cox, was presented with an

Auxiliary pin, Sister Garwood expressing for the Auxiliary its highest esteem. Sister Cox responded with a few appropriate words. In following her example, we should each realize we have a duty to perform, and come to the meetings with hearts filled with sunshine. What a circle of friendship we would have, for truly an ounce of sunshine works wonders in the human heart. Our officers for 1907 are efficient, active workers, and we will expect good results from their administration.

Atlanta, Ga.

GOLDEN ROD DIVISION 43.

Editor Railway Conductor:

As correspondent of New Year Division No. 142, I will endeavor to tell something of our Order. The last meeting in December we elected our officers, installing the first meeting in January, Sister Colman and Sister Davis acting as installing officers. The election resulted in most all of our old officers being re-elected. We gave a banquet to the conductors of No. 30 and 321 in December, which was enjoyed by all present. Last year was very pleasant and successful. We are very anxious to make this one of the most successful and beneficial years known to our Order. We have taken in one new member since the first of the year; we balloted on four petitions at our last meeting, have two petitions for our next meeting. We are rejoiced at our start for the new year. We have changed our social gathering of once a month into a sewing society, so there will be no more idle hours for 142.

I believe our Sister Divisions, like ourselves, have resolved to work with renewed energy this year judging from the number of interesting letters in the February CONDUCTOR.

Springfield, Mo.

Mrs. C. W. SNYDER.

Editor Railway Conductor:

It has been a long time since Division 169 was heard from. We are starting another year with great hopes of doing better than in the past year. Our goat had very little to do but is in good shape when we get ready for him. We have several living in our midst that are wives of good O. R. C. men, but they are rather timid about coming out and sharing the good fellowship that is to be found in mingling with members of the L. A., and the privileges and enjoyments of our Sisterhood.

We do not have a large attendance, but our meetings are very pleasant and harmonious. Our membership at present is only 17, after losing two the past year.

At our second meeting in September nine of our Toronto Sisters came over on the boat and surprised us. We all enjoyed it and are only waiting for the good old summer time when the boats run. We will look for them again. In October we began having a sewing circle on alternate weeks from our Division meetings. We began making aprons; these meetings we have at some Sisters' home, and are very enjoyable. We all enjoy mingling together with our work.

On our last meeting day in November, we postponed meeting and held an apron sale and afternoon tea from three to six, but unfortunately for

us there was a street car strike on in our City and the weather was against us; the rain came down in torrents, compelling many to remain at home.

The chairman of Work Committee was able to turn over to our flower fund a neat little sum as the result of this event. We have continued our sewing days and are now planning for another sale in March or April. At our next meeting we expect to arrange for some entertainment to create funds toward sending our delegate to Memphis. I am sorry that our delegate is not an insured member. I hope each Division will talk over in their meetings and instruct their delegate how to vote on the resolution that was introduced at Portland and talked on so much and finally left over for the next Grand Division meeting—that of compulsory insurance. I for one cannot see that it would be any benefit to us. Our Order is more for sociability, and anyone who wishes can join the F. B. A. without being compelled. I am a firm believer that compulsory insurance would be an injury to our noble cause, for it is very hard work to persuade most ladies now to join with us; we have only two in our Division that are members of the F. B. A.. Some do not care to carry any, and others have all they wish in other societies. I wish I had time and space to say more on the theme of Relief Fund—but I agree with the Sisters from Division 181. In closing I wish to say that Maple Leaf Division would be glad to welcome any Sisters of the L. A., and if any of them should be passing or be in our beautiful city, remember she will be made welcome if she will only make herself known.

Hamilton, Ont.

CORRESPONDENT.

Editor Railway Conductor:

December 17th we had a very successful joint installation, the Sisters inviting Division No. 36 this year, as last time the Brothers invited the ladies and did themselves proud with an elegant supper. The work was a grand success and after the installation was over the officers of the L. A. took charge of the Brother officers and escorted them to the banquet hall where we had an elegant turkey supper. Some of the young folks made merry with dancing and other amusements, and Brother McGraw led in a good old-fashioned quadrille with some others of the old dance school.

New Year's eve the conductors moved us with them into the new K. P. Hall which is said to be the most elegant Lodge room in Colorado.

The Brothers of Division No. 36 are all right. The Brothers have tickets out now for their third Annual ball to be given Thursday evening, March 21st.

Sister Sweny and Sister Kelley gave a public Social at our hall February 26th; the ladies played cards and other games. The refreshments were fine and the Sisters certainly made a tidy sum for the treasury. We have a dime social at the homes of the Sisters the last Wednesdays of each month and it is just social and we make it so when about twenty-five Sisters meet; we have a nice time and we throw all cares to the wind for the time being.

One Sister suggested that for the benefit of our treasury that each Sister earn a dollar with

her own work in some way and tell the experience of earning that dollar. There were so many ways that it would take a page by itself to tell of them, some really were unique. We earned over thirty dollars in that way and it seemed so much easier than giving a ball or card party and not nearly so much work for it did not fall on the shoulders of a few as it so often happens when a committee is formed, as all worked and seemed to enjoy telling just how they buncoed their husbands out of a dime or nickel for brushing his clothes, or some other way to help make the dollar.

With eight new members in the past year and two more next meeting we are growing fast. Our Sister President is a hustler and knows her work.

Pueblo, Colo.

BABBIE.

Editor Railway Conductor:

As the wheels of time go around, my duty as correspondent occurs to me, that it is time to be up and doing, as I think it is a duty and pleasure to write to THE CONDUCTOR.

As I sit thinking what I might write to be of some interest to some one, I thought what we had to be thankful for in our Division, that we have all been kept from many heartaches through which others have gone.

I hope the year 1907 will bring us the peace, love and unity we owe to all our Sister Lodges.

There are so many things that each Sister could do to help improve the Order.

We are looking forward to take in quite a few new members, which goes to show that we still lead with the rest.

I feel satisfied that if all the conductor's wives knew the good the Auxiliary has done, and what they are doing in the different places there would be few outside its fold.

We learn the need of each other, and always endeavor to relieve a Sister who is suffering or in need.

We have a fairly good attendance; but still there are others we would like to have join us.

Give us your assistance, Brothers, and encourage your wives to join us.

"Within the circle of thy will all things abide.

So I, exulting, find no ill where thou dost guide."

Tamaqua, Pa.

MRS. ELMER GRISSINGER.

Editor Railway Conductor:

Division No. 42, L. A. to the O. R. C. is now well launched on another year's voyage. With Sister Mary Hamilton as President and Sister Lillian Parks as Secretary, together with a corps of splendid officers, we are expecting a great deal of work to be done.

At the present time we have fifty-two members of whom twenty-five are insured. This insurance for one thing, is certainly a good investment and means a great deal outside of the financial standpoint, especially when it requires some sacrifice on our part to pay the assessments, showing that we are willing to do something out of the love and consideration of some dear one.

Financially speaking, Division No. 42 is in more than a prosperous condition. The only resource we have outside of the dues is the proceeds of a

May Day ball, which is given annually. In this the O. R. C. Division No. 110, so kindly and ably assist that it has always been a great success in every way. We do not give socials or teas, not requiring a need financially. While it is to be regretted, in one instance, that we do not meet oftener in a social way, yet in another instance there is grateful expression in the fact that there is not a constant strife for money making, thus leaving more time and opportunity to devote to the furthering of our cause. How many, I wonder, under these same conditions stop to be thankful and make use of the time and opportunity thus afforded, to bring out our principles. One way of so doing is to attend Division as regularly as possible, for our presence alone means so much to all, and it means vastly more when we bring into the Division room our best thoughts and a pleasant greeting. We owe it to each and all to give of the best we have, and so in giving out thoughts of love, peace, justice and good will, we receive the same and so live within our motto, "Charity, Truth and Friendship."

On February 19th fifteen members of Bridge City Division enjoyed a day at Peru, Ind., where Sister Gilbreth of Indianapolis, Ind., organized Peru Division No. 224, with twenty-three charter members.

We are certainly glad to have a Sister lodge within a few miles of us, and hope to return the hospitality with which we were so well received by the Peru ladies. It means so much to both, to be able to lend and receive a helping hand.

As convention time is approaching, it behooves every delegate to prepare herself, not alone in a material way, but what is vastly more important, in thought for this great work, that she may be able to know and to do the right, and so stand by principle.

Let us make THE CONDUCTOR the means of bringing us closer together; let each correspondent feel her responsibility in writing and give of what we have that not alone interests the individual Division, but of what will be a benefit or encouragement generally.

Logansport, Ind. MRS. NELSON B. STOUGH.

Editor Railway Conductor:

As I was again chosen as the correspondent for Victor Division for this year, I deem it my duty to write a few lines and let our Sisters of this great country know that we are still in existence and doing a flourishing business at the old stand, as we have added five or six new members to our list since our last letter and there are more to follow. We are in a most prosperous condition, made so by the devotion and friendliness of all the Sisters being united in any enterprise to create innocent pleasure and happiness for ourselves and Brother conductors, and at the same time keep a little money in our treasury, and are proud to say it has never yet been short and expect it never will be.

Sister Forbes has issued very neat invitations to all Sisters of our lodge and their husbands for a reception at her home on March 16, to be given in honor of their 25th anniversary and an enjoyable time may be expected.

A short time ago the Sisters got up a little surprise

for Sister Moon by walking right into her home one evening carrying a beautiful chair as a token of their love and friendship for her. We were also loaded with refreshments enough and plenty for all, and took complete possession of the house and installed ourselves for a good time which we had.

Sayre, Pa.

Mrs. J. JAY LEWIS.

QUARTERLY REPORT

of F. B. A. of L. A. to O. R. C. of A.

Jan. 1, 1907, to April 1, 1907.

No. of Insured Divisions, Jan 1.....	159
No. of Insured Divisions added.....	8
No. of Insured Divisions dropped.....	1
No. of Insured Divisions, April 1.....	166
Membership, January 1.....	1659
No. of Policies Issued (Class A, 52, Class B, 13)	65
No. of Claims paid.....	2
No. of Policies Dropped.....	12
Membership, April 1.....	1710

RECEIPTS.

Balance on hand Jan. 1....	\$12,153.34
Assessments, Jan. 1 to April 1.....	2879.75
Policies Issued, to April 1....	48.75
Policies, changes in Beneficiaries.....	3.50
Supplies, Jan 1 to April 1....	11.75
	\$15097.09

PAYMENTS.

Expenses, Jan. 1 to April 1....	\$ 190.25
Death Claims Paid.....	1000.00
Cash in Bank, April 1.....	13906.84
	\$15097.09

SUMMARY OF CASH BALANCE APRIL 1, 1907.

Mortuary Fund.....	\$ 3000.00
Expense Fund.....	1000.00
Reserve Fund.....	9906.84
	\$13906.84

MRS. W. N. DRAKE,
Gen. Secy. and Treas.

Editor Railway Conductor:

I am not correspondent for Auxiliary 94 and will not write of its affairs, but ask a little space for the sake of the many years that THE CONDUCTOR has been a welcome visitor at our home and for the good and welfare of the O. R. C. and its members, who are very near to me, and ought to be to every conductor's wife.

During the thirty-five years of my married life I have come in contact with railroad men from all parts of the United States and I always found them men who thought there was no spot on earth like their own four walls, and no woman living like the one that waits for them there. There are no little ones as smart or as pretty as theirs, and there is nothing too good for them. Of course, there are exceptions to this class of railroad men, but the average railroad man is of this opinion.

Now, Brothers, is it right, because one of these men is unfortunate so as to be disabled, that he should be taken from the home he loves and the

society and love and tender care that he needs in his disability more than he ever did, and send him to an institution to be taken care of?

No, Brothers. Devise some means to assist him, and leave him where he will be cared for by those that love him. Let each member look at this matter as if he was the one to be sent to this proposed Home, and see how he would like it. Make arrangements with the Home at Highland Park to take care of the few that will need such a refuge; have a Relief Fund,—anything that will be found to assist our less fortunate Brothers, but do not take them from their homes. Some one may say I am a busy body, or a meddlesome Mattie, but this surely concerns every one of us.

Erie, Pa.

MARGARET RUHLING.

Editor Railway Conductor:

Again it is my blessed privilege to be admitted as an active member of your round table and represent Como Division, No. 98, L. A. to O. R. C. as its correspondent. We have had so many social affairs of late that we are all in a flurry of enjoyment over the splendid results of each event.

The Division laid aside its conservatism for once and decided to give an annual ball again this year. It was a social as well as a financial success. As it fell during the time of the great blockade in traffic there weren't as many of the Knights of the Punch as we would have liked to have seen. Considerable over \$100 was realized which will be used toward defraying the expenses of our delegate to the coming convention. We had a novel Easter card party at Sister Cole's at the Buckingham, in February, and one later at Sister Grininger's; and earlier in the year Sister Gilboy proved an entertaining hostess.

Our President, Sister Simpson, has inaugurated a new feature by having the second meeting of each month an open one, with refreshments and some form of novel entertainment.

March, 21st we had a "peanut spree" which proved original and unique. Sister Mordaunt was awarded first prize for guessing the nearest to the number of peanuts in a jar. Sister Skeel took second prize for making the best score in peanut throwing

in a vessel, and Sister McGiven took 3rd prize for forming 91 words from the letters in "peanut spree." But with all our merriment we are not forgetting all of our regular work. We are going to initiate two candidates next meeting. I understand both are contemplating taking out an insurance policy. I know this will please our sub-agent who is anxious to get all of the members into the beneficiary fold.

We missed Sister Quinn at our two last meetings and are all glad to hear the operation she underwent was no more serious. We miss too, Sister Fleming and Sister Nichols, both of whom have been confined to their homes on account of ill health. Sister McMillan, who has also been on the sick list, was out at our last card party.

Another thing that Como Division and also Division No. 40, O. R. C., must be given credit for is the sympathy which they are ever ready to extend to those who are bearing heavy burdens of sorrow. Ah, Sisters, and Brothers, if you but knew of what those words of encouragement meant to a heart bent low in deepest grief, you would extend it oftener than you do, but some day "God will wipe away all tears." We were glad to read such cheerful news from Flour City Volunteer, and Iron Queen Divisions. I wonder where will be the next place to start a big and flourishing Auxiliary in the northwest. I hope that all of the Divisions in the district will send representatives to the convention.

I trust that the coming Grand Division will be the best that has ever yet been held. May they legislate wisely and well, and for the best interests of the Order.

St. Paul, Minn.

Mrs. JOHN C. McCALL.

Editor Railway Conductor:

Our new officers are doing efficient work and do themselves and us much credit.

Our chairman of social committee has begun a series of socials at the members' homes which promise us both pleasure and profit. We added a new member at our last meeting in December and hope to have more this year.

Aurora, Ill.

ALICE K. SNYDER.

Your Mission.

ELLA WHEELER WILCOX, IN "NEW YORK AMERICAN."

If you are sighing for a lofty work,
If great ambitions dominate your mind,
Just watch yourself, and see you do not shirk
The common little ways of being kind.

If you are dreaming of a future goal,
When, crowned with glory, men shall own your power,
Be careful that you let no struggling soul
Go by unaided in the present hour.

If you would help to make the wrong things right,
Begin at home; there lies a lifetime's toil.
Weed your own garden, fair for all men's sight,
Before you plan to till another's soil.

God chooses his own leaders in the world,
And from the rest he asks but willing hands—
As mighty mountains into place are hurled,
While patient tides may only shape the sands.

FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

With the hope that you will not adjudge me a nuisance, and that some of my ideas will find favor, I again beg indulgence. Like Brother Gauss I will say my first little speech to the Editor. I have not had, and hope I shall never have cause for complaint about "Censoring", but this time because of its being just before Grand Division, because I know it can be done, (as witness the 31 pages fraternally devoted in February, and well devoted too); and last because I may invade the "Sanctorum" quoted by another Brother; for all these reasons, I want no "blue pencil" this trip, PLEASE. Again like Brother Gauss, I want to do a little suggesting; While I have nothing to say against short stories, and the like, "A little nonsense now and then, is relished by the best of men" and is all right as a relish to the intellectual palate, I do think that the RAILWAY CONDUCTOR can be more profitably filled, and with the various "Menus" from which to choose, and with all due deference to the managers, why not make our CONDUCTOR a paper of instruction and information, exclusively? And get our lighter reading elsewhere, and in this I presume I differ with the Brother I have quoted. Just read carefully "Veritas" in February; Catch the idea? There was enough inspiration to fill several "Conductors", printed, and the real flesh and blood kind. It is deplorable, the lack of interest and what should be common information, that obtains among us, and upon really vital matters, too. By the way, I feel that I must not only except the February CONDUCTOR from the usual rank, for except the five or six pages (109 to 114) it was all good, but I want to congratulate all that were responsible and as I am now on that line, there are a few others that appealed to me in particular; "A Member" from Silabee, Texas, strikes me as just right with his criticisms of those that want something for nothing, in the way of endowment insurance, by comparing our plan with that of the "Old Line" companies, and the difference in the costs. Our members are too much inclined to confound the plans, and because ours is a

"Mutual" affair, they being members, claim the right to criticize, and propose to share in what they have already received the worth of their payments for, and have really nothing more to do with than they have to a share of what they have paid their merchant for food or clothing, or their landlord for rent. This same or another very similar confusion of ideas, applies to the Relief Fund, and the Home propositions, possibly with a little more excuse, but as I see them, they are also two separate propositions, and as such are needed and laudable. But, with a big B, separate them, and keep them separate.

Next, and for importance, I might well have put it first, is Brother Hasey, of St. Paul, and his statement of the "failure" of the Western and Southern Associations to carry out their mission. Those who were at St. Paul union meeting will readily understand his meaning, though as I see it, the first failure was at St. Paul, that is, according to the original plan, and another thing that I like about the Brother's remarks is, the "aroused curiosity"; not in particular as to the thing he mentions, but I might say in all of our delegated work; This "Star Chamber" procedure; Why is it necessary? I fail to see a valid reason, when we claim to want only that which is right and fair, and if so, why all this would-be secrecy about it? I say would-be, because it always happens that some wild eyed reporter gets hold of enough to make a "write up", and his or his organ's corporation boss's version, and in all the years that I have been connected with organized labor and its movements, I have yet to see any but a garbled account, and I have been connected with movements that I, and I think all others, would have been pleased to have submitted our side to the public, and have accepted the verdict of that same public, cheerfully. It is very generally conceded that the support of public opinion is not only valuable, but quite necessary, and if so, why not make an honest effort to secure it? The opposition strain every nerve, and sometimes strain the truth too, or at least are careful to only present their side of the case, and as has been said

many times, and far better that I can hope to say it, why not profit by experience? And we know that no man or institution can ignore the test of it, and if it is the dearly bought experience of others, given to us in gratuitous object lessons, why not profit by it? True it might (?) not do to follow such a rule explicitly, and in all cases, but personally I would like to see about the first order of business of our committee meetings, (including the kind now in progress) after organization, the appointment or election of a Press Committee, whose duty it should specifically be, to prepare and furnish a clear cut statement of our side of the situation, to be given to the associated press, and further furnish such other information as might be desirable, and do it daily, thus putting our cause before the bar of public opinion, to demand justice. NOW I feel better, thank you, though I get no support. I've said it, and have long thought of it, and I have Missouri proclivities. Steenthly, I hope no one will take offense if I pick out a few more that appealed to me most strongly, though all were good, and each time I read them over I find new and good things, but "Murat", "J. O. Johnson", "Jay Dee" and one or two more are especially good. As I said before, this paper will be the last before the session of the G. D. and I want some propositions for amendments fresh in all your minds, in order that I may get some support, or at least convincing opposition, and the first things are, business reasons for the changes proposed: First, I really cannot see that any further argument should be needed for the Tri-ennial sessions of the Grand Division, the making of the terms of its officers to correspond, or the districting proposition, and if you will show me one member that opposes these changes, I will place my hand on a member that thinks more of his own pleasure than he does of the welfare of our Order. The suggestion to increase the minimum initiation fee, is along the general advance idea, while the proposed raises of the Protective Fund, and the Reserve Fund of the M. B. Dept., are simply to make these funds really a protection, and a reserve that will insure. There has been so much said about doubling the pitiful dollar annual contribution to the Relief Fund, and thus being in a position to slightly raise the monthly pension where circumstances required it, that I will hope for results at Memphis without further boosting now. Another thing that I would like to see is the raising of the limit of members (including the immediate prospectives) for organization of new Divisions, to not less than twenty-five, and the charter fee to one hundred Dollars. There are numbers of existing Divisions that have no valid reason for their existence, except perhaps to gratify some petty vanity, (and incidentally, to "start something"). We also have a law to expel a member for selling liquor, and another that makes the excessive use of it a bar to membership, but there is no law that effectually hinders a member from disgracing himself, his family, and the Order, and why? **BECAUSE IT IS RARE TO FIND ANYONE THAT HAS THE MORAL COURAGE TO PREFER CHARGES.** Make it some one's duty. Then this Semi-Annual Pass. Make it annual,

or permanent would be better still. It is no safeguard as it is. The worthy suffer, and if other secret societies can secure themselves, why not we? Then this line "Occupation" on cards, what does it matter? We are all members, are we not? and if so and can prove ourselves proper owners, what matters it whether we are yardmen or merchants? The present elastic law about payment of dues, especially those to the Grand Division, is rarely put in practice, and simply opens the door to trouble; make advance payment mandatory, or else do not say anything about it. It is a farce as it is. Local committees should be elected annually, and complaints must be investigated before acceptance, and should bear the affirmative signatures of the members who will have the bills to pay, if any are incurred, before presentation to the Division.

The present law requiring a "majority" of Divisions to request a poll to be taken on continuance or discontinuance of position of salaried General Chairman is an effectual bar to such poll being taken, as has been proven conclusively, many times, and the law should read "any two" instead of "majority", thus making it possible for the real majority to voice their pleasure. Also amend the law to compel service of the man paid for it, or else do not expect him to give it. Make it a law, not a request, when you pay him. Now I come to a hard one, I expect, but it is also one of, if not the principal one, Section 70. Do one of two things, i.e., stop making members "other than conductors" pay assessments for the benefit of conductors only; in plain words, stop assessing members that are in yard service, or if you will not do this, then "give them a run for their money" by putting them on same plane as though they had a passenger run, as far as handling their complaints is concerned, and to my dim vision, the latter is the best solution of the two. Lastly; as it is necessary to use force with some people, compel at least a quarterly attendance at Division, for all members that run into a terminal where a Division is situated.

In closing I have one more suggestion, about amendments to the Constitution, viz; Art. 22. (Also 2-4-9-27-10) Make the Editor the Editor and manager and an elected salaried Grand Officer, with co-ordinate authority and power in his department, and this is not a criticism of the present plan at all, but simply in line with advancement.

Finis; Just a word of warning to our traveling fraternity, and I think it will probably apply generally. At the corporation legal department drawn, Hepburn step-fathered Anti-pass legislation, is in effect, and some roads presumably by advice of their same legal departments aforesaid, have withdrawn all agreements to grant our members transportation when out of actual service and in search of employment. I want to say that at present the climate of Denver is not as salubrious to those out of work as has at times been advertised, and unless one has a round trip form of transportation, or a through ticket, it is a good place for our members to steer clear of, and it may be that if this advice is followed and business picks up, we may (?) get some assistance

from these very people that are now so arrogant. A few costly "student" wrecks may result in a modification, as regards members really" in search of employment", and they are the only ones now barred that should be entitled to such a modification.

F. D. ELLIOTT.

Denver, Colo.

Editor Railway Conductor:

LEGISLATION THAT IS NOW BEFORE THE CANADIAN PARLIAMENT WHICH IS RECEIVING STRONG OPPOSITION FROM THE RAILWAY ORGANIZATIONS AND, IS KNOWN AS "AN ACT FOR THE PREVENTION AND SETTLEMENT OF STRIKES IN PUBLIC UTILITIES."

The reason given by the government for introducing this legislation was the prolonged strike of the coal miners at Lethbridge during the latter part of 1906. The Government claims that the public are demanding legislation of this nature and on the first introduction of the Bill its title was "An Act for the Prevention and Settlement of Strikes in Coal Mines", but on the second reading the Bill was changed to include all public utilities, and it was not until about January 10th that the railway men had any knowledge as to their being included in the Bill. The opposition to the Bill by the railway men, to my mind, is justified because I believe that if the Bill is made law that very serious inconvenience and damage will be the result insofar as the principle of negotiation and dealing between the railway organizations and the railway officials are concerned; notwithstanding this fact, however, the Bill has some supporters amongst the labor organizations. The president of the Dominion Trades and Labor Congress, who is a member of the House, has spoken in favor of the principle of the Bill and is supporting it, but, I cannot understand what excuse he has for doing so. In order that a more general knowledge of its provisions should be gained we will first consider Clause 57, which is the principle clause of the Bill, and it reads as follows:

"It shall be unlawful for any employer to declare to cause a lockout or for any employee to go on strike on account of any dispute prior to a conference of such a dispute to a Board of Conciliation and Investigation, or during the pendency of any proceedings in relation to such dispute before a Board under the provision of this Act: Provided that nothing in this section shall prohibit the suspension or discontinuance of any industry or of the working of any person therein for any cause not constituting a lockout or strike."

Section 60, which is the penalty clause for a breach of 57, reads as follows:

"Any employee who goes on strike contrary to the provisions of this Act shall be liable to a fine of not less than \$10.00 nor more than \$50.00 for each day or part of a day that such employee is on strike." Section 15 of the act sets out the procedure under which the application shall be made and reads as follows:

(1) "The application shall be in writing and in the prescribed form, and shall be in substance a request to the Minister to appoint a Board to which the existing dispute may be referred under the provisions of this Act.

(2) The application shall be accompanied by—

A statement setting forth—(1) The parties to the dispute; (2) The nature and cause of the dispute, including any claims or demands made by either party upon the other, to which exception is taken; (3) An approximate estimate of the number of persons affected or likely to be affected by the dispute; (4) The efforts made by the parties themselves to adjust the dispute and

(b) A sworn declaration setting forth that, failing an adjustment of the dispute or a reference thereof by the Minister to a Board of Conciliation and Investigation under the Act, a lockout or strike, as the case may be, will be declared, and that the necessary authority to declare such a lockout or strike has been obtained."

By reference to Section No. 6 of the Act we find further that application being made the Minister has thirty days from that date at which the application is received to establish the Board. Now, let us consider just what this means to the railway organizations. You have negotiated with your company up to the point of a final disagreement. You are compelled then to make application to the Minister to establish the Board of Investigation and Conciliation, giving a copy of such notice to the Company. The Minister has thirty days, under section 6, to establish this Board, and under section 57 of the Act it is unlawful for you to go on strike until the Board has made its report and the same has been published in the Gazette. The time occupied in making your application, the establishing of the Board and the making of the enquiry and the report of the Board, on a road, we will say, like the Canadian Pacific Railway, might take 3, 4, 5, or 6 months. During all this time your hands are tied and it is utterly impossible for an organization to enforce its demands through the force of its organizations, what would be the result of that. In the first place would it not have a tendency to destroy and affect that principle of collective bargaining and negotiating that the railway organizations have brought to such a high standard, and have been so successful that a strike is almost unknown to the railway organizations in Canada? The very fact of the railway companies knowing that there was a stopblock, or in other words the provisions of the law would prevent anything being done until after the Act had been applied they would be very liable to be more arbitrary in their negotiation of the differences between the men and themselves than they would be under present conditions. And is it not just possible that in the time intervening between the application and the report of the Board that the Company would surround itself with those moral degenerates known as strike breakers, to such an extent that even if an organization attempted to enforce its demands there would be a greater possibility of defeat than under present conditions.

Of course section 58 of the Act is supposed to prevent anything of that nature occurring. This clause reads in this way:

"In every case where a dispute has been referred to a Board, until the dispute has been finally dealt with by the Board, neither of the parties nor the employees affected shall, on account of the dispute, do or be concerned in doing, directly or

indirectly anything in the nature of a lockout or strike or a suspension or discontinuance of employment or work, but the relationship of employer and employe shall continue uninterrupted by the dispute, or anything arising out of the dispute, but if, in the opinion of the Board either party uses this or any other provision of this Act for the purpose of unjustly maintaining a given condition of affairs through delay, and the Board so reports to the Minister, such party shall be guilty of an offense and liable to the same penalties as are imposed for a violation of the next preceding section."

And this penalty reads as follows:

"Any employer declaring or causing a lockout contrary to the provisions of the Act shall be liable to a fine of not less than \$100.00, nor more than \$1000.00, for each day or part of a day that such lockout exists."

You can readily see by interpreting that it means very little so far as the employer is concerned and it would be almost impossible to prosecute, or prove that there had been a breach of the law in employing strike breakers to take the place of the men in case of dispute, notwithstanding the fact that they may have done so, and for this very reason I am surprised that the Bill should have any supporters from labor organizations. Exception has been taken by several members of the House to my circular issued to the organizations, wherein I stated that this was the second step made by the present Government towards compulsory arbitration. I cannot see wherein that exception is well founded because in 1902 Sir William Mulock introduced a compulsory arbitration Bill and, although this is not compulsory arbitration, it is bordering so close on the principle that I believe that the Bill would work greater disadvantages than even if we had compulsory arbitration.

The railway men make this further objection to the Bill that it interferes with their rights as citizens. We claim under the British constitution that every man stands on the same level and is subject to the same laws of citizenship. We look upon this as class legislation created to restrict and interfere with our rights as free men, and we say further that the Government has no excuse in bringing us under such restrictive legislation and taking the Minister's own words for it. On the introduction of his Bill, when asked why he did not include railways, said they were already legislated for in the Railway Labor Disputes Settlement Act of 1903, which had proven so satisfactory that there had not been a strike in Canada since it was placed upon the Statute Books.

The Bill has been considered in Committee with the exception of the clauses which will affect the railway men, the Government waiting a reply from me to a proposition made by the Minister which in effect was to exempt us from the Bill and amend the Railway Labor Disputes Act to put us under the same restrictions as the Bill under discussion. This proposition has been declined.

Let me say in conclusion, give close scrutiny to the actions of your member. See whether he votes for or against you.

Yours fraternally,
J. HARVEY HALL.

Editor Railway Conductor:

To the Thirty-First Grand Division, Order of Railway Conductors, in regular session assembled, City of Memphis, Tenn., Greeting:

The following resolutions were regularly introduced and adopted at a regular meeting of Indianapolis Division No. 103, and is herewith submitted to you for action and disposition.

RESOLUTIONS:

WHEREAS, We, the members of Indianapolis, Division No. 103, in regular session assembled, believe that the present form of legislation, namely, by Division Delegate Representation, is not compatible with the requirements of the present age; being too complicated and too expensive a method to warrant its further continuance, and that it does not efficiently serve the ends and principles that the Organization seek, and

WHEREAS, We believe that the character of our noble Order is such that the most thorough and effective form of legislation extant should be sought, perfected as far as possible and adopted, and

WHEREAS, The Utility and Desirability of direct legislation for fraternal bodies has been amply made manifest in various associations, and has demonstrated its superiority over the form of government now in use in our organization, therefore,

BE IT RESOLVED That, this Division, Indianapolis Division No. 103, of the Order of Railway Conductors do, petition and request that the Thirty-First Grand Division of the said Order of Railway Conductors in regular session assembled take requisite steps and make adequate provisions for the remodeling of our Constitutional laws with the view of providing ample and modern methods of government by direct legislation, and be it further,

RESOLVED, That we believe the best interests of the Organization will be the better subserved by requiring that all constitutional amendments and other matters of moment, shall be decided by not less than two-thirds majority vote, of all members of the Organization voting, by means of a referendum ballot, and be it further,

RESOLVED, That necessary constitutional amendments may from time to time be introduced to the membership by means of a suitable initiative petition by a proper per-centum of the membership, and be it further,

RESOLVED, That we believe the most effective, satisfactory and modern method of legislation is the direct legislation by means of an initiative and referendum, and we hereby request and petition that such method be thoroughly investigated and if found adaptable to the government of the Organization that it be adopted by the Grand Division.

CONSTITUTIONAL AMENDMENTS.

Article 4: Line 5, after the words "Grand Junior Conductor," insert the words, "Editor and Manager." Line 9, after the word "by" insert the word "referendum". After the word "ballot" strike out the word "Biennially" and insert the word "Quadriennially." Line 14, after the word "each" strike out the word "Division" and insert the word "District." Line 15, after the word "vote" insert the following "to each 1000

members or major fraction thereof in his district, except that Past Grand Chief Conductors and permanent members may have a voice in the proceedings but shall have no vote." Line 18, strike out all after the word "vote", up to and including the word "years" on line 22. Permit the remainder of that article to stand as it now is.

Article 6: Line 2, after the word "of" strike out the word "each," and insert in lieu thereof the word "every." Line 3, strike out the word "alternate" and insert in lieu thereof the word "fourth", same line, after the word "in" strike out "1891" and insert in lieu thereof the figures "1907."

Editor Railway Conductor:

I hope that none of the Brothers will drop dead of heart failure when they see something written from Division 312. We are still in existence and doing business at the old stand, taking in new members as fast as they become eligible, until now we can boast, with but one or two exceptions, of having every conductor an O. R. C. man who is eligible. I was very much interested in the writings of a Brother from Louisville, Ky., and heartily coincide with his views in being represented in both our national and state legislatures by some of our fraternity, but do not agree with him that we do not think. No, Brother, that is not the reason, but because we are married to the old parties. When I acted as lobbyist for the railroad men of this state I used to keep a record of the men in both houses who opposed our measure, visited Divisions and lodges throughout the state and advised returning men to the legislature who favored our measure and turning down those who did not. I received promises enough to have placed men in the next house to have passed any proper measures that we presented; result when we walk up to the polls on election day we vote the same little old party ticket regardless of who was placed upon it. Until we can teach the railroad men of this country that it is necessary to wean themselves from the old parties and vote for the man, and to have as many of the candidates for office Brotherhood men and then stick by them, we cannot expect to get the legislation that we need. The railroad men virtually hold the balance of power in their hands if they only knew it, and it is time we began to wake up to the fact. Now a word about the Home and Pension Fund: I am one of the Brothers bitterly opposed to appropriating money for a Home other than the one that we have jointly at Highland Park, Ill. The plans of some that I have seen about buying a tract of land and building cottages where disabled Brothers could take their families is not feasible to my way of thinking, but I do hope that the next convention will go on record by creating an adequate Pension Fund and prepare laws to cause such fund. We are paying \$1.00 a year now towards this fund and some of our disabled Brothers are drawing from \$15.00 to \$30.00 per month from the fund for their maintenance, why not make it \$1.00 a quarter or \$4.00 per year from each member. Raise the amounts for our pensioners to from \$25.00 to \$40.00 per month, according to circumstances and conditions of the

disabled Brothers. There would be no charity about this, every member would be contributing towards the fund, and could feel sure, should he meet with misfortune through disease or injury, that he had a right to the money. Furthermore, those sums would enable an unfortunate Brother and his family to live in some small country place and enjoy the frugal comforts of life. If a Home is needed for those who have no home ties nor close friends to look after their comfort, if each Division would contribute a small amount to the present joint Home, the Home could be enlarged enough to accommodate all who wished to take advantage of it. The advocacy of an O. R. C. Home by some of the Brothers in lieu of the Pension Fund looks too much to me as though where a Brother and his wife had grown old in the service, he by following his duties on the rail through storm, trials and hardships, aged and crippled in many instances before his time, the wife by her untiring effort to keep home bright and cheerful and stinting and economising in order to save against the inevitable rainy day. We will care for the Brother, providing him a home perhaps miles away, and the wife who has grown old by his side is left to shift for herself. This may look like rubbing it in, but when sifted down is what the subject resolves itself with. Brothers, do not let us be mercenary while we have our health, but rather let us provide a fund now that will allow Brother and wife to remain together when traveling down the fast receding pathway of life.

Well, I do not know whether an obliging editor will allow me all the space my rambling will take up or not. I hope some of the Brothers of 312 will read this, especially the last few lines. I mean the Brothers who say they cannot attend meeting because they need their rest, but whom you can see on the corner when you are going to meeting, and nine times out of ten you will see them on the corner on your way home. It is too bad that something could not be done to stir such Brothers up somewhat.

Wechawken, N. J.

L. FRITTS.

Editor Railway Conductor:

It is some time since Elmira Division No. 9 has had anything to say through THE CONDUCTOR. Please say through your columns that the Erie road is still running, and its conductors are going along just the same as usual. Our general committee has just finished up a conference with the Erie officials, revising the schedule and securing some increase of wages which is very satisfactory to the men.

Business is very good and the weather about as cold as one could wish it to be, some snow but not enough to block trains, although prohibiting schedule time from being made.

The Northern Central boys are waiting very patiently for their general committee to come to some kind of an agreement as they have been in session most of the time since November and are not through yet. Business on the Northern Central is fair and everything is moving along smoothly.

The Lehigh Valley has its committee at work making a new schedule, and rates of pay which

they expect to have in proper shape, to go before the general officials before long.

Elmira Division No. 9 is still doing business as they have initiated six new members this year, so far, and have several more applicants.

It is the sentiment of the members of Elmira Division No. 9 including the P. R. R., L. V., and Erie, that they favor the general chairman's association and have concurred in the Grand Chief Conductor's circular letter dated Feb. 14, and have notified him that they will be represented in the meeting to be held in Buffalo on March 27.

I think Elmira Division No. 9, knows a good thing when it comes before its members and is wide awake to assist any good cause for the benefit of the Order.

Our good Brother, C. A. Millard, who is a farmer now, writes occasionally, and as his health does not permit him to be around much this winter, he promises that as soon as favorable weather comes he will make us a visit.

Brother J. B. Hare has not been able to resume duty as yet, but is improving as fast as can be expected and is in hopes, as soon as the weather gets settled down, that he may be able to go to work.

The Erie is about blocked up with freight and it is reported that 26 passenger trains on the New York Division will be annulled on Sunday, March 3rd, so as to allow the moving of the freight through the tunnel at Bergin. It is thought by doing this 1000 cars can be gotten to their destination for unloading and so start the block of freight which is being held back on the Division west of New York.

We have had a few changes on the Erie lately.

It was quite a surprise for the Erie boys to learn that Mr. Derr had gone to the Chicago & Alton, his headquarters to be in Chicago. I can say the Chicago & Alton boys have no kick when they got Mr. Derr, but do think the New York and New Haven has one by losing him, and all that the C. & A. boys have to do with Mr. Derr is to attend to their business and do right and they have a superintendent that they may be proud of and not afraid to meet, for he is always ready to assist and adjust, and is fair in anything that comes before him and will be superintendent. Experience has taught the Erie boys this, and Mr. Derr is held very high in their estimation.

I think, as a good many more of the members do, that the Order of Railway Conductors is costing about as much as one could wish, and if the expense increases much more, it will drive some of us out of the O. R. C., or some other Order that we belong to, and when a man has belonged to an Order for twenty-five or thirty years he hates to leave it, and as we have members who are braking they cannot stand much more increase, and I say, let us do nothing to increase the cost of the Order of Railway Conductors.

C. E. S.

Elmira, N. Y.

Editor Railway Conductor:

As time is the only thing we really possess here, we should put it to some good use, and one of the good uses to which it can be put is to speak well of your Brother conductors. How many times we hear a Brother speak ill of another Brother, thereby violating an obligation. So it behooves

me at this time to admonish derelict Brethren that it is not honest to speak ill of a Brother. It is envy, simple and unadulterated envy. To begin with, envy dwarfs and dries up the soul; it kills ambition. Can we call it a habit? If it is a habit it should be broken now. Take the case of one or any number of men who were once in the ranks as trainmen or conductors, or, in fact, any other position, and who have climbed up the pinnacle of success and renders an honest administration. He should be praised and honored by the men under him,—not envied or talked about. Brethren, envy is folly! Envy is a vile affliction of the brain, and it always comes to pass that envy worketh subtly and in the dark and to the prejudice of everything. It is wrong to decry the real success of a Brother conductor. The real good, honest feeling, conductor is much better thought of when he says, "I am pleased to see Brother A. or B (as the case may be) promoted to the most important position he now holds." And let me say that the Brother who speaks thus is worthy of success and is himself on the right road to success. And, Brethren, if you see a Brother conductor successful, BE GLAD OF IT, and show that you are glad of it. Do not waste energy by belittling the success that has been won by another Brother conductor, but endeavor to win; and try to admire frankly the good that a member of the O. R. C. has accomplished, always remembering that admiration and praise are expansive forces; they open the mind and develop it. Envy is a contracting bitter power. It is a biting acid that eats up the spirit by which it is produced. So, Brethren, climb up the ladder of success as far as you can get; try your best, and if you cannot get quite to the top round yourself, praise the man that does get there and give him a hand up if you can. Remember we are only here on this earthly sphere but a short time at the longest, and we should have friendship one for another, especially among the Brethren. The impulse of friendship is of Divine origin, and our obligation to our Order teaches us of friendship. And when one Brother professes friendship for another, and means it, he is offering the secret treasure of his life. When you have a friend, bind him to your heart with hoops of steel and be as true to a Brother Conductor as you would have him be to you. HAPPY is the man that finds friendship, HAPPIER is he who attracts friendship and HAPPIEST of all is he who retains friendship.

At the last dinner held in the Division room of Division 391, on February 26th, it was a pleasure to see the good feeling that existed among the Brethren there assembled, where 61 members of Division 391 sat down and partook of all the good things of the season. There was no appearance of envy. Every Brother shook the hand of another Brother. I tell you, Mr Editor, that it was a beautiful sight to behold. And these gatherings that Division 391 holds is a means of closer friendship; it brings the Brethren together; it assists very materially in educating them in a social manner; it tends to wipe out envy; it increases the good feeling of friendship and brotherly love, and all in all is of a profitable nature. Friendship is the magnetic influence that unites the posi-

tives and negatives of Brother conductors and complements the weakness of one member with the strength of another.

"O wide embracing wondrous Love,
We read thee in the sky above,
We read thee in the Earth below,
In seas that swell and streams that flow."

Long Island City, N. Y. JAMES D. RUSHMORE.

Editor Railway Conductor:

Division 136 is not often heard from in your columns, but I have been reading some such able discussions and inspiring Brotherly advice in our February number that I am constrained to write a few lines, if only to thank such writers as "Veritas" of Louisville, Ky., and "W. L. Thompson" of Portland, Me., besides others who have done as well.

We have no great writers in our Division, but most of us read and enjoy the good things you publish.

I have often thought that most Brothers make too common a mistake of letting others, particularly politicians, do their thinking for them; while others too often are kept by an old prejudice or some political persuasion from thinking at all. Many of us are even too indifferent to vote for anyone or any party, leaving our most sacred privilege mainly to the "thug" element in our community. This is wrong and an earnest effort should be made to educate our membership to the great importance of exercising our rights as good citizens by voting every time for the good of our community in general and railroad men in particular.

I would like to call the attention of the delegates to the Grand Division and all conductors to the consideration and discussion of the question of accident insurance in connection with our Mutual Benefit Department. If we can successfully conduct a life insurance for our members, why cannot we conduct an accident insurance for them as well, with very little additional cost in the running expense of our Mutual Benefit Department and make an enormous saving to the conductors as a whole. If other companies can afford to give compensation to keep a dozen agents on every system, why cannot we save a great part of this to the conductors by dispensing with the agent and apply our life insurance plan to one for accidents? I have thought of this for years and discussed it with a number of our members who favor such a move and we all hope it will be taken up at Memphis, fully discussed and favorable action result. Our delegate is in line for it.

Our Division, I am proud to say, is in a flourishing condition for a small membership. Our freight and passenger terminals being twenty miles apart it is hard to get a good attendance, but we are doing good work and owe no man anything.

At our last meeting in February we initiated four and took in one by transfer. At our meeting on the 3rd inst., we initiated two and took in one by transfer and have other applications. We are beginning to get a number of our young conductors to realize that they can do themselves and the trainmen more good by coming into the Con-

ductors than by remaining in the Trainmen, and they are coming right along. I do not think the conductors always do their duty, in presenting the case to trainmen who are eligible to membership, in such a way as to convince them of their need for us and our need of them.

We hope to have all the best men on our Division with us soon, with more to hear from as they are promoted.

Will close now hoping you can find space for whatever of the above you do not feel it your duty to cut out. [Nothing out, Brother F., it's all good—Ed.] C. D. FARRAR.

Huntington, W. Va.

Editor Railway Conductor:

Hearing nothing from Division 133, it would seem that we are out of business, such is not the case however.

The silence can be attributed to a good business on both divisions of the L. & N. at this point.

Our General Committee recently held a conference with the General Manager in which practically a new schedule was made.

Brother B. V. Salisbury who for the past ten years has been unable to work, and for three years not out of his chair without assistance, is still as cheerful and good an O. R. C. man as in the days of his activity, always welcomes visitors with a hearty "howdy" and a pleasant smile. Brothers visit him often, he will be pleased and you will be benefited.

I hear a lot of talk relative to employing a salaried chairman for the L. & N. system. Brothers, be careful in this matter, think of the expense and try and decide whether or not it will pay for the good accomplished. In the first place it would be a hard matter to get the right kind of man for the place, because a prudent man would not want to give up his position (which he would probably hold for life) for a term of one year as chairman, with only a few and shady chances of re-election. If not re-elected where would he be at the end of his term, with no office as chairman, and no position as conductor. It would be clearly up to him to get out and hustle, a very alluring prospect, surely. It would be very well to think carefully before acting, and see if you can consistently ask a Brother to put himself practically "down and out" for your financial benefit. J. W. STEBBINS.

Bowling Green, Ky.

Editor Railway Conductor:

Comments from time to time have appeared in the CONDUCTOR, what shall we do with our Grand Body at the next election? I would suggest that four A. G. C. conductors be elected, and each to be allotted a particular section of the United States, in other words the United States and Canada be divided into four sections, and each A. G. C. C. to adjust all grievances presented to the General Committee of each system and look after the welfare of the Order in general, together with adjustments. The time has come that a change from our old rut must be accomplished, as the duties of our G. C. C. with 500

Divisions are too numerous and impossible for one or two officers to perform. These four A. G. C. C. to report all matters to G. C. C. I think action on these lines would meet with the approval of all Brothers concerned, and would dispense with the heavy assessments the different systems are paying. The result would be twofold, first, our representative would be a Grand Officer. Second, he can familiarize himself with all conditions of the different systems of which he has charge and be able to present comparative arguments, etc. All this we can have by the payment of an additional \$1.00 to our Grand Dues, with 35,000 members you can see what a large fund would be on hand. This matter should be taken up at our next convention and its results can be foretold by the success of others operating along these lines.

Oakland, Calif. W. F. HECKELL.

Editor Railway Conductor:

In my letter of January to the CONDUCTOR it was my intention to try, if possible, through the columns of our most worthy CONDUCTOR, to wake up the dead, not the dead who, while with us in health and strength, were earnest, constant, persistent, sleepless workers and who have now gone from us in their last quiet, peaceful sleep. No! no! I would not be guilty of such a crime as to mar the happiness of the peaceful slumbers of those just ones who have fought the good fight and have fallen asleep in death's cold embrace, only to awake in the resurrection morn in the likeness of the pure and spotless Son of God, and to hear that waiting, welcome mandate, well done, thou good and faithful servant, enter thou into the haven of everlasting rest prepared for you where neither moth nor rust doth corrupt, and where the midnight alarm of the noisy call boy shall never be heard, but it is my earnest desire, in a brotherly way, to disturb the slumbers, whether peaceful or not, of those who are apparently dead, and are yet members of our Divisions. I trust I may be able to resurrect a few if not all of those in Division 152 before the great final resurrection takes place. Just think of it, Brethren, those of you who do not come to our Division on meeting days and give us your aid, suppose in your present dead condition you should some day awake at the altar upon which you took the solemn oath, and there, in the presence of the Chief Conductor, was called upon to give an account of the deeds done, not in the body, but in the Order, how would you think you would feel? What would you expect to hear from your Chief? a sentence in all its blackness would be heard from the lips of the Chief Conductor in words, methinks, like this: Depart from me, ye non-workers of our Order, I never knew you, it is true you obligated yourself at this altar but you have fallen from grace, we have pleaded with you for your presence and co-operation in our Divisions, but our pleadings have been in vain, you have been blessed with health and strength and with a comfortable portion of this world's goods but have done nothing for the advancement of the Order, therefore there is nothing left for me to do but to cast you out in utter darkness with the non-union, where, as the little boy repeated this sentence

when his teacher told him to do so, there shall be weeping and wailing and snatching out teeth. Brethren, this would be too bad if in reality a sentence like this should be passed upon any of our members, therefore, let us do all we can to save them from such a destiny, let us get after them through the CONDUCTOR, or if necessary, make a special call on them and talk and reason with them concerning this important matter. Our progress depends on our doing this to a very large extent, and not only ought we to do this, but we should look after our fellowman who has never yet been converted to the doctrine founded upon the principles of our Order and we should put forth every effort to induce him to become a conductor. The good book says there is more joy in heaven over one sinner that repents than over all of the just persons that need no repentance, and this is just as true in respect to our Divisions. There is more joy over one applicant that rides our goat than over all of the just ones that need no more goat rides in theirs. If we would start to work in our respective communities looking after and trying to convince and convert our non-union friends, no doubt, there would be cause for great rejoicing, our efforts would be crowned with a wonderful success, a grand revival, if we are to succeed as we ought, we must take progress as our motto, we must never be satisfied with our present attainments but must unceasingly seek for still higher things, we must hunger and thirst after wisdom, we must search after truth and righteousness like the tourist who scales a lofty mountain summit and turning beholds the beautiful vision at his feet, but when he lifts his eyes from this a more lofty summit beckons him on and he mounts this and then another and he is not satisfied until he reaches the loftiest peak and stands triumphant on its crest, so all who seek to advance the cause of our organization should continue to go from mountain peak to mountain peak and never be satisfied until he stands on the topmost heights and looks down and beholds in the valley, the Order of Railway Conductors indelibly stamped with the Almighty trade mark "Progress". It has been truly said: The fruit of all the preceding ages is at man's feet, his pathway is strewn with golden opportunities, and he who fails to develop his three-fold being into that which shall honor his God and bless his fellowman, commits an unpardonable crime against himself, his country, his race and his maker. Progress was Paul's motto, being conscious of his strength in the Lord he said, one thing I do, forgetting the things which are behind and stretching forward to the things which are before, I press on toward the goal unto the prize of the high calling of God in Christ Jesus. Let us imitate this example, my Brethren, forgetting the things that are behind "we press forward". May this be the resolution of each and every member of our organization as we have just closed the volume of the old year and turned with hopeful faces toward 1907. Although our pathway is by no means always easily traveled, but on the other hand we will often find it rough and thorny, the storm cloud will probably hang threateningly over us or burst in all of its fury upon us as we struggle. Courage then must be our close

companion, and hope our guiding star if we fail we must not be satisfied with our effort, but just so often as we fail we must repeat the attempt with redoubled energy until success crowns our labors, we must, like the inspired Paul, press toward the goal with all obstacles cast aside, with every energy brought into play and with untiring effort and unflagging zeal advance onward and upward, step by step unto perfection in a manner not only creditable to ourselves and our Order, but pleasing in the sight of almighty God.

How sweet 'twill be at evening
If you and I can say,
Good Chief, we've been seeking
Our friends that have gone astray.
Heart sore and faint and hungry
We heard them making moan
And lo, we come at nightfall
Bearing them safely home.

Richmond, Va. JAS. W. SIGNOR.

Editor Railway Conductor:

No doubt you will be surprised to receive a letter from a little Division located in the mountains of western North Carolina, as it has been a very long time since a letter has appeared in the fraternal columns of the CONDUCTOR from Division No. 318. But Brothers, I just want to tell you we are here with the goods. How pleasant it is for Brothers to dwell in harmony. The Brother from Division 1 did well when he expressed it. I heartily acquiesce in his spirit though the membership and progressiveness, generally of his Division would aid him in expressing his feeling. Just think of it, Brother, one hundred and fifty members present, that is two-thirds more than our aggregate membership. While we are not in the least disheartened, the same feeling and spirit prevails with us, and our hopes are brighter for 1907 than any year in the past.

We have had several initiations since January 1st and have several more under consideration. We get all that is coming to us from the ranks of the newly promoted ones, and we are very much pleased to find that they are anxious to make the trip. Our committee of adjustment has recently finished a very beneficial conference with the management of the Southern Railway in which all conductors, trainmen and switchmen received a very nice increase. We all feel that the company will be greatly benefited in conceding this increase, as the men will work with more interest to the company.

Well as I am doing all this under a green block, I guess I will stop before I hit something.
Asheville, N. C. J. H. GUDGER.

Editor Railway Conductor:

My letter of last month having escaped the waste basket I am encouraged to come again. Brother Johnson gives us good advice in the February number; that is to provide for the rainy day; to quote from the Brother's letter "We see men every day who have been railroading many years, working steady at good paying wages, etc." The manner in which the ex-conductor is being

discussed at the present time has a tendency to create a false impression, that ex-conductors, as a rule, are a failure. I will respectfully remind the Brothers that many of them have been successful business men as is in evidence in many Division towns and elsewhere, and the average of failures is not more than with other classes of men. The Brother tells us to provide for the rainy day "by observing others' mistakes". I claim this precaution is not infallible, we are creatures of circumstances to a great extent, we may plan as best we may and use (as we think) the utmost caution, but things do not come our way, circumstances alter cases. We are but weak creatures and where we work not in accordance with the Divine will our efforts and planning avail nothing. "Man proposes, God disposes". Some men make the mistake of making the wrong move at the right time and the right move at the wrong time. An all-wise Creator has not ordained that all men should be successful in their efforts, it would be a queer world if it were so. There would be no opportunities for the good samaritans. There are many well meaning, and I think, worthy men who do not at all times hit the nail on the head. But Brothers, are there not other things to be considered than financial success? After all is not eternity the all important question? Sam Jones said: "He that does the best he can under the circumstances is not far from the kingdom of God." Can we call the man a failure who, maintains his integrity under all circumstances and discharges every obligation to the best of his ability? Enough (and you will say too much of this) so if you will excuse me I will say my little piece on the Home and give you a rest. I am glad to see it so freely discussed in our ably conducted magazine. That problem will be wisely settled by our next Grand Division. With such true and faithful men as our Grand Chief Conductor and Brother Welsh of Division 55 and many others that could be named, there need be no fears entertained but what justice to all will prevail and to the satisfaction of a large majority of the members of the Order. Delegates to the Grand Division will excuse me if I add a few feeble words to what has already been said in THE CONDUCTOR.

Would it be right and fair to use the Relief Fund for that purpose and make no other provision for the old conductors? The situation to me, would seem like this: We must die to get our insurance, must enter the Home to avail ourselves of the benefit of the Relief Fund, whether it adds to our happiness and pleasure or otherwise, cannot we, as a fraternal Order, be as liberal as the old line life insurance companies? Would it not be the proper thing to provide for the protection of members' assessments under certain conditions, where he has kept up his assessments, say for fifteen years? We must not neglect the old man.

"Where the brook runs by,
Where the brown house stood."

That humble cottage is dear to the old man's heart, there may be a companion there to shape its quiet and peaceful protection, it may be a daughter, a grand son, a niece—it would be cruel to separate them except it be Heaven's decree.

I was greatly pleased to see Brothers Elliott's

letter in the March CONDUCTOR, and among the many good things he says, nothing is better than his presentation of the name of Brother Garretson, for his own successor. I too, have known him since the Grand Division in New Orleans in May, 1886. The Grand Division will make no mistake to place him at the helm. That we have abundant material for a Grand Chief Conductor goes without saying, but here is a man who has devoted the best part of his life to the interests of the Order, and gratitude should count for something. The whole Order knows him, recognizes his ability and his claims. I cannot add anything, but I just wanted to speak right out in meeting. BEN GRIST.

Monett, Mo.

Editor Railway Conductor:

Spring has come and how joyfully we hail the fine weather after passing through one of the most severe winters that we have experienced in a good many years. Business is good and we are enjoying the fullness of life.

Our Order, at the present, is enjoying unprecedented prosperity and happiness hitherto unknown in the history of the organization, with every sign portending a continuation for the future, providing we are loyal and obedient to its every mandate. What a beautiful lesson we derive from that loving work of obedience. And what an awakening among the Brothers when charged with its violation. What a marked contrast is the present to the dead past. The Brothers are living in obedience to their organization's every mandate, each striving to excel in the good they do their Brother. Those Brothers who were lax in their duties are endeavoring to make restitution by their attendance at Division meetings, and other short comings that they were heretofore guilty of, the charge of accepting benefits that they in no wise assisted in acquiring, of shirking their work and virtually sponging upon their Brother,—in other words, willful disobedience to their sacred vows, can never be charged to them again. The attendance at our Division meetings are full and overflowing. Let the good work continue. "Be ye faithful and obedient and you will have abundance of the good things of the earth," Brothers, this command is as applicable today as when the Master uttered it two thousand years ago.

I would like to know what great crime the old conductor has been guilty of. Two or three scribes are endeavoring to have him incarcerated in a poor house. They are demanding of the O. R. C., that grand organization that never turned a deaf ear to deserving charity, to build a poor house and bury the old conductors in it. What a monument to the O. R. C.! Where is your boasted pride? Echo answers, in the poor house. What a sad commentary upon the teachings and principles enunciated by that proud organization, and what consolation it will be to your children to know that you had to take the poverty act before you could be committed.

Now, Brother advocates of the O. R. C. poor house, the old conductor never asked you to build him a poor house. All he wants is an opportunity to perform honest labor, not to eat the sour bread

of charity, nor become a dependent upon the charity of the O. R. C., and when he becomes physically incapacitated to work, the Relief Fund will provide him a home with his family amongst his friends at the small cost of \$1.00 per year, truly demonstrating the great worth of our organization. No poor house plan will be entertained till the Relief Fund will exceed twice its present cost per month. Along the same trend of thought some few scribes are advocating paying the old conductor his insurance. I wonder if they can be aware that in order to pay out they will first have to pay in, and we have no resources except by direct taxation upon the individual members. Now, Brothers, don't be visionary, but come down and be real; if you have some scheme whereby you can give the old conductor his insurance less cost to the M. B. D. department, I will put in with you.

I would suggest that you read Brother Watkin's letter in the January CONDUCTOR and study it carefully, and if that don't convince you of the impracticability of your contention further light would be futile. We will stand for no increase in that department or in any other except the Relief Fund, that will have to be increased to meet the advance in the cost of living so as to have ample funds to provide for our unfortunate Brothers who have to avail themselves of that department to supply their needs.

You are right, Brother Veritas, you have declared a truth that will come out unscathed through all the vicissitudes of erroneous mortal combat,—to have all railway organizations merged into one with one Chief Executive head instead of having five as now. The experience of the Western Association under the able and magnificent leadership of our Chief Executive and Grand Master Morrissey of the B. R. T. in Chicago for the last two months, has fully demonstrated the truth of your statement. The wisdom of the movement ought to be apparent to every Brother.

Along the lines of new legislation the initiation ceremony should be revised, eliminating all except the obligation. The balance has become a burlesque. It fails to meet its requirements, besides the majority of Divisions never have numbers enough to put on the work in full.

Also any Brother who has to protect himself in the courts for some act alleged whilst in actual service and performing his duties as conductor, should have the cost of defense defrayed from the contingent fund. It is more consistent than having to send out a charity appeal to the Brothers.

We are receiving letters from ambitious Brothers who are aspiring to the high office of Grand Chief Conductor, praying that our Division will instruct their delegate to support them at the 31st Grand Division. Our Division returned their prayers unanswered, suggesting to them to get into the columns of THE CONDUCTOR setting forth their reasons why they should be preferred to others; that if they were possessed of any advanced thought that we should have an opportunity to determine its worth. It should be the ambition of every Brother to aspire to that high office, to fill that exalted position but you can rest assured that the Brother who captures that plum will

have to be eminently qualified for it. "By their fruits ye shall know them".

Not the least in importance is the department of Trustees. It is very essential that we should have Trustees, and it requires the very best timber in our organization to make them of. It devolves upon the Delegates to exercise their very best judgment in selecting them; selecting Brothers that will qualify and have a personal knowledge of the duties, and know positively the actual condition of the office and not get their information second-handed. The rank and file will hold the Trustees responsible for the strict performance of the duties of that most important office.

I attended the union meeting at St. Paul, and had the pleasure of meeting many old time friends. It was a veritable love gathering. And I must confess it was a little the hottest love meeting that I had the pleasure of attending for some time. Division 40 did itself proud as usual. While its object and purposes was not carried to a full completion it was the stepping stone to a future consummation. Brothers, you who attended that meeting, the day is not far distant when you will see the stone that the builders rejected become the head of the corner. (Original article 3.)

Pocatello, Idaho.

TIM FARRELL.

Editor Railway Conductor:

March number at hand; and contains many good things proposed to ponder over.

I note many business propositions advanced, in which to launch the Order, some of which are, no doubt, good but extremely remote from our occupations, such as farms, etc., which, at once throw a halo of doubt about them as to their feasibility. Now for another idea never yet proposed:

In connection with our headquarters at Cedar Rapids, let us establish a National Bank; we have funds enough to establish an enormous bank. The Grand Lodge needs it, 500 Divisions need it, each member needs it. One item of exchange for the business each member and each Division does with headquarters would be an item. Also, if used as savings bank by the members, perhaps we could educate them along these lines and at no future day would there be such a demand for an industrial farm or Home.

A bank is within keeping with great insurance companies even Wells-Fargo are also engaged in it and it is indeed an accessory to the business itself.

Another, recently some literature was mailed me from a proposed electric air line, Chicago to New York \$100.00 bonds at \$37.50, all of which may be good but savors too much of a wild cat adventure. Management entirely unknown.

Now, if undertaken by our Order no doubt we would be able to float bonds enough to consummate our design and not draw upon our reserves either, unless trustees decided to buy some stock. Decide upon a route 1000 or 1500 miles, float bonds at \$25.00 each, organize a subsidiary company or Trust. If each member were to take out six or eight bonds per year members of sister organizations might also see benefits to be derived from such an investment and subscribe liberally. Trustees of our own organization might also see

a good investment and subscribe and with our organization promoting such an enterprise would insure integrity in every detail.

In our next convention let us not attack our insurance by impairing its safety or stability. If the charity of our organization demands it, let us increase the Relief Fund enough to provide for our unfortunate Brethren, also do something for the Highland Park Home as both are necessities to meet specific demands.

Another, wandering Brothers sometimes die away from home and on some Divisions, under present laws, works an extreme hardship. Beneficiaries, as do Divisions, to which Brothers belong do not always respond to the call of some far-away Division to repay them for expenses so incurred. The Division so situated must act, perhaps Division to which Brother belongs will not authorize any expenditure, beneficiary won't either, therefore the membership at large ought to pay this last bill.

Now we want law changed so that local secretary may draw on Grand Secretary for \$150.00. If deceased is a member of M. B. D., \$150.00 to be deducted from amount of certificate before paying beneficiary; if not a member to be charged against Relief Fund. Division No. 159 let us hear from you.

Employment bureau so often proposed ought to be consummated in Memphis. Let the next convention draft a contract of standard pay for the organization and take necessary steps to secure its adoption.

MEMBER DIVISION 480.

Silsbee, Tex.

Editor Railway Conductor:

I have put in a very enjoyable day reading my CONDUCTOR for March, which same was sure fine reading, what pleased me most was those old chain-gang captains writing about Home, they all paid their respects to the Home one way or the other, and after putting it all together and boiling it down and skimming all the best out I find that they don't any of them know what they were writing about. This thing of preaching Home makes me tired when used in connection with a railroad conductor.

You Brothers are all trying to get a Home for the old-worn out conductor, but, what about mother (when I write mother I mean the conductor's wife) that staunch friend and helpmate who has shared your joys and sorrows for these many years, what will you do with her when you have created this beautiful Home and installed therein—the old worn out-conductor? While he is passing his declining years amid the comfortable surroundings of a palatial Home, what has become of mother? Is she living in a menial position at the home of one of the children or dragging out a feeble existence at the Home "over the hills"? Brothers, it seems to me to be a sacrilege to talk of establishing any kind of a Home for the old conductor unless it will include his life's partner. Of course a Home would be a nice thing for those poor old starved miserable pieces of humanity that are called batchelors, who never had any of the comforts of a real home, but to express the thought that you or I should be separated from mother in our old age is unbearable; would you, my Brother, consent to be separated and live in comfort and let

mother who has walked hand in hand with you for thirty years, the mother of your children, the sharer of your sorrows, go out among strangers at her advanced age and beg her living? Your answer must be no, or you are not a true conductor.

You Brothers who want to be so philanthropic and charitable in your projects will have to think of something else for the good of the old conductor before I will agree with you. But to be separated from mother, never, 'till death doth us part.

A better scheme to my mind would be, to, after a member reaches the age of sixty-five or seventy, pay him the full amount of his policy and let him and mother live on that and enjoy themselves in their old age together.

Division 289 is moving along slowly; we have finally passed the century mark; it has been slow work but we have now one hundred and one members and they are all of the best, and as we have lots of raw material we expect a further increase.

We mourn the death of one of our members, Brother T. J. Kerr, who was the oldest O. R. C. conductor in this section, having been a member since 1880.

Wellsville, O.

KEYSTONE.

Editor Railway Conductor:

Having read with interest the letters of our correspondents, I have really been stirred to try a few lines myself. Having joined our institution in the fall of '78 (the old C. B.) never having been suspended or expelled, and knowing a little of our ups and downs, have the egotism to think I have some right to express an opinion.

We are nearing the meeting time of another Grand Division and, as always has been, and probably always will be, the "tariff tinkers" are busy. The letters have been of more than usual interest during the past year, and how many may have read them?

Most interesting to me have been those of Peoria, 79, Mt. Carmel, Elliott, of Denver, Osborne, of 26, Murat of Chicago, also several who are hammering away at our Mutual Benefit Department. And right here is where we should call a halt. To read some of the letters on insurance one would think that department was organized for charity; to an extent, yes; generally speaking, no. It is a hard headed business proposition. A certain amount of money will pay a certain amount of insurance to the beneficiary of insured. There is no getting away from that fact. Our insurance committee is second to none other we know of, especially our "Canuck" Brother. They have guided our insurance affairs most successfully; look out about swapping horses, etc. Some advocate the policy of paying the beneficiary on other lines than those laid down in our laws. Past experience has shown the unsoundness of same. Some argue that to the man who through sickness has been pronounced permanently disabled should be given the paltry two or three thousand, arguing that not having been of a saving or penurious disposition, has not that whereon to support a family. Now such men may be incapacitated from all labor, (physical), whereby they might earn a livelihood, but might live years. To such how long would the amount insured last? Just

about three years, or four at most, then what? I am no actuary, but I say let the insurance laws alone, with possibly this exception, raise the reserve fund to one million dollars. I was in at the organizing of our insurance association in 1881, being the delegate from my Division, and at that meeting in a rather feeble way (being rather a green gawk of a boy), advocated just such a law as we have now, and had it been adopted we would now have more than the million desired.

Those of our Brothers who are so anxious to dip into the insurance fund should hire an actuary to give them figures on just what they want, and what they get will be no dream, but figures right. It would cut short all arguments. Now I have my first kick, as yet, to make against any kind of expense or assessment, but some of these writers are assuming that no matter what the expense, just so it goes to a disabled Brother, the boys will bear it. Get off your delusive ideas. Brothers, experience has taught us differently. I am with Brother Osborne for the farm, also for the benefit fund, and I will express an opinion as to where the farm should be located and that is where there is not more than three months of frost weather each year, and should be not less than a whole section, and on good management could be made to earn 20 to 30 per cent. on the investment. However it is too long an argument for here. Your humble servant will never need such a home, as he is now provided for, therefore, no selfish thought in this. The farm is the place for the disabled Brother with a growing family. There all could become self supporting. Ninety per cent. of the Brothers who now carry the insurance, should they become disabled, with the expectancy of years in such condition, would be better on the farm than to be paid the money on their policy. I am not losing sight of the benefit or disability fund. We need that also. Where a Brother's family can partially take care of themselves and prefer staying at their native home, then the helpless Brother should receive his \$25, \$30 or \$40 as the case may deserve. All the above could be brought about without much grumbling, but don't you monkey with our insurance.

Now there is another new scheme on the market. In the February CONDUCTOR read letter from Brother in Mexico City. The very thing that he is advocating, (a funeral benefit law) has been in force in several Divisions for years. Division 26 has had such a law for past ten years. No. 14 has just gone into it. Let each Division do the same; it need not be \$150. In either Cleveland or Toledo, by joining the funeral reform association, at a nominal fee, one can have a two hundred dollar funeral for a third that sum. This is no levity but just common sense.

We have had some very interesting reading in the letters between 79, of Peoria, and Mt. Carmel, and thus far, in my judgment, with Peoria in the lead. Brother Coyne, of Boston, 122, comes at us in December—you are all right, old man, (in some things). I can still hear that war-like ring of your voice all the way from Pittsburg, Pa., 1903.

We have more or less argument in regard to politics. Been in it several years myself, but we

are in it and in to stay. And I want to say right here that the ballot is mightier than either pen or sword and did our members and the members of all railroad organizations pull together with the ballot there would be less for our adjustment committees to do. In politics we have only to do with state and national legislators. Those are the ones we should seat or unseat, irrespective of party; our interests should be first. There is some discussion on Section 63, of the Statutes. Here is the way it should be amended to read: "The influence of this Order shall be used in politics only for such legislation as pertains to the welfare of the Order and its members in general, and no partisan or religious discussion shall be permitted in any Division room."

Just a word to answer Brother Elliott in February issue, amendments to statutes. Art. 6. I broached the triennial meet at Pittsburg in 1903: it ought to prevail; as to place do not agree, but do say we should not go to the extreme east, west, north or south. Have it as central as possible (that is the Grand Division meetings). The boys don't want to meet in one place at all Grand Division meetings. Art. 40, should be not less than ten dollars. Sec. 53, is good. Sec. 55, right. Sec. 58, no, sir, let it alone; many reasons (not good to see in print) can be given. Sec. 64, you would have committee of adjustment elected each year, etc. Very good. if good men are in, no change need be made. Balance of section better not change, law pretty well covered. Sec. 65, very good as it is, let a majority rule. Sec. 70, while we cannot interfere in the wage scale, we do afford them protection in their positions should it be needed, and for that reason they should be willing to pay. Sec. 75, make the assessment 25 cents until the sum reaches \$500,000.00. Sec. 79, good. Sec. 80, all right as it is. Sec. 81, all right to add the dollar, making the assessment two dollars for the Benefit Department, but we can't tack on the balance of your amendment at double that amount; it would wreck the bank of England. And there is where the farm would help out. Let the family work in the good, summer time. I had to when I was a kid. Sec. 30, again, no, sir; no member, no matter what the offence, should be deprived of membership without a fair and impartial trial. Lastly, you touch on our insurance. I have answered that above. And your pet idea—pets never amount to much, you know, and it will be a hot time in Grand Division when any Division is deprived of a seat in the Grand Division. No plan that I have seen advanced in THE CONDUCTOR as yet fills the bill. Your plan would create more politics in the Grand Division than now exists. The expense is now all in a lump. On your plan the Divisions in each state, district or jurisdiction, as you like, would have to bear the expense of what might be termed your caucuses. They might or might not be less than at present.

But what a machine! One delegate to every thousand members. 40 of 50 delegates to meet in Cedar Rapids once in three years. Nay, nay, my dear, you are trying to save too much money for Division 14, I know. Can't say for others.

Another question I want to touch on, Paid

Chairman of Adjustment Committees. We hear considerable grumbling about them. Two thousand per year and expenses, for what? About here it would be to loaf nine months in the year. We in this section think the paid chairman a huge mistake. What better is he to resume running his train than we or any other member of the committee, when no committee work is to be done. Further, why should the chairman get any more money than his actual salary on the road, plus expenses? That certainly amounts to more than when he is at work on his train. If any member is honored with the chairmanship, and accepts, he should do the work at the same rate the balance of the committee do it for, that is, no lost time and expenses paid. A new era is upon us. New management, you might say. We have many ambitious Brothers who aspire to office. Laudable that it is so, else present incumbents might dream too much. As it is, they will be kept awake and doing, but to the faithful, honest, efficient, belongs the reward. We cannot all be officers, therefore some will be disappointed, but with that disappointment should come no ill will. There is one thing we must recognize with considerable force; that is, while we are demanding of R. R. officials that we be kept in our positions during competency and good behavior, so must we in all fairness, accord the same right to the employees of our membership, for what else are our present officers than our employees? While I am a member of Division 14 this is in no sense a letter from 14, and I expect no trouble from our regular correspondent for writing this.

A. J. THISMAN.

Toledo, Ohio.

Editor Railway Conductor:

Not being a regular correspondent, I will have to ask your indulgence and ask you to publish this letter.

I notice in the February issue of THE CONDUCTOR a letter from Brother B. F. Osborne of Division 26, in regard to the Order forming a stock company and going in for the manufacture of uniforms. Right here I would like to ask how many conductors could cut out or put together a coat, a vest, or a pair of trousers. I know a man can do a great many things when he has to, but when it comes to something which is entirely different from his vocation he would be completely lost.

First it would be a superintendent for the factory, then a foreman for this and a foreman for that, and the first thing we knew we would be in debt.

I would suggest and a great many Brothers I have talked to agree with me, a much better plan would be to move our headquarters to Washington, D. C., the seat of the national government.

Form a stock company on the same plan as Brother Osborne's, viz.: have shares the par value of \$10.00 and allow only members of the Order to subscribe. In my mind from the 40,000 members we have between four or five hundred thousand dollars could be raised.

The first floor for the general offices and the top floor a meeting room, large enough to hold the Grand Division and hold all meetings of the Grand Division there thereafter. The rental from the

rest of the building would more than pay the expense of maintenance and the surplus could go into the Relief Fund. For I really think any member would be proud to be a part owner of such a building and would not look for a return on his money.

The first argument that will be raised, Washington is not central enough. That is not the question, the question is where will our general offices and Grand Officers do the most good. The next argument—we have a legislative agent there. True, but he also represents four other Brotherhoods.

If a bill is before a committee of Congress that would do us some good and would not benefit the others, we would not have a man one day arguing in favor and the next day against it. But if our headquarters were in Washington our Grand Chief Conductor would be right on the ground, and when he went before a committee to speak it would be as the personal representative of 40,000 men. Don't you think more attention would be paid to him?

Another argument would be the moving expense. The sum that would be raised would pay for all this.

Of course this would depend upon whether the insurance laws of the District of Columbia are applicable to our Insurance Department.

It is a little late to take this up at the Grand Division but I intend to start the ball rolling and see that by the time the Grand Division of 1909 comes around, if such a thing is possible, to have a committee appointed to formulate a plan.

I know this letter will be the means of bringing out a lot of argument for and against such a plan.

Just a word more. I want to speak about the salary of our Grand Secretary and Treasurer. Brothers, don't you think it is too small for the amount of money he handles and the numerous duties he has to perform.

We have all been after an increase in pay and our plea has been our living expenses are so high. They are just as high for our Grand Secretary and Treasurer. In my opinion his salary should be at least five thousand dollars a year. Brother delegates, think this over.

Jamaica, L. I.

M. B. JIRDINSON.

Editor Railway Conductor:

In looking through THE CONDUCTOR last month I find the Box Butter's letter was not thrown in the waste basket. Many thanks, dear editor. So I will impose on your kindness once more.

Well, I wish all the boys felt in regard to the wage question as I do and a good many others that I have heard from. Stand firm, for I realize we are in the right, and when a man feels that he is right and asks the Almighty to help him, he certainly can strike a hard blow, and I believe the companies realize this, for the meaner a man is when he finds out the Lord is against him the quicker he is whipped. There is one thing I never could understand and that is why the companies try to hold the conductor down and keep adding something to his work all the time in different ways, besides sending men out to aggravate them by putting a uniform on them and calling them train auditors; claiming it is done to help the conductors. We know

and the public knows that they are sent out to tattle to them everything they see, and they are not satisfied by doing that, they tell things that are false, especially if they get mad at a man.

Another thing: I have always noticed that no matter how faithful a conductor has been they never give him any praise, but let him do something out of the ordinary and how quickly they stand ready to suspend him. Now, how much better service there would be if the companies would be as willing to show a man their appreciation as they are to pull him off for something he has done wrong. I do pray that the time will come when all conductors will realize that by coming to the Lord and asking Him to help them they will find they will be able to do things with His help that will surprise the whole world.

I realize that too many conductors are not preparing themselves for that great beyond. Now, dear Brothers, especially those of Box Butte Division 427, do stop and think of what might happen to you today, and prepare yourselves as did Brother D. C. McIntyre. He was not afraid to die. Why? Because he had previously prepared himself and made his peace with his Lord and Master.

Now, dear Brothers, some will say, "Oh, that makes me tired." But the quicker you get tired, and stop, sit down, and commence to think, the better it will be for you. Not only this, but remember what was in front of you when you took your oath as a conductor.

If this should be the means of one conductor preparing himself for that eternal rest from whence no traveler returns, I shall feel that I have done a great thing. May God bless us all, is my earnest prayer.

A BOX BUTTER.

Alliance, Neb.

Editor Railway Conductor:

I have recently been elected correspondent of Chartier Valley Division 447. As this is my first attempt at correspondence for the greatest labor journal of the 20th century, I am naturally like a student of law pleading his first case. I must go slow.

But No. 447 is not made up of slow material, but of quick, active and intelligent Brothers; the kind that made the O. R. C. the foremost organization of the 20th century. Our Division is situated at Carnegie, Pa., and consists mainly of Brothers employed on the Pan Handle. We have a very fine Division room, but I regret to say we have a few Brothers who do not know what the interior looks like.

Some time ago we had our election of officers and two Brothers who got off a train at Carnegie, both members of 447, were inquiring where the Division room was located. They were lucky enough to meet two members of 114 who escorted them to the hall. Now, Brothers, this looks bad. Why not go to Division at least often enough to keep in touch with the location of your hall? We do not move our quarters very often. I must also say a few words in protest to some of our Brothers who still insist in remaining in some other Division in this vicinity, when they know they should transfer to 447, as this is their Division. I hope

these Brothers in the near future will abide by their constitution.

We have in 447 Brothers who never tire of making every undertaking a success, of which they gave evident proof at the last annual ball. This was largely attended by members of the Order as well as by the business men and social circle of Chartier Valley, and this entertainment is looked to annually as the leading event of the season. The committee in charge deserve a shower of thanks. The feature of the evening was the cake walk contest. The honors were carried off by Brothers Wyke and J. J. Dougherty of No. 447, and Brother Newman of 114, who won the cake. All who attended report a glorious time, and lovers of music and graceful dancing were more than satisfied.

Now I must say a word in praise of the Brothers who do most of the labor in our Division, which in most cases falls on the Brothers who devote all their time to the advancement of their fellow man. Such philanthropists deserve the admiration of all men. Brothers, do not be egotists, but start now and make up your minds that you are going to give your Brothers, as well as your fellow man, all the aid you consistently can. Do not stay away from Division until you have an individual grievance to have adjusted. Such action is bound to place you amongst the class of men whom the world calls selfish. I do not wish to be misunderstood as writing this from facts and actions of the members of 447. Far from it, for while we have a few members who are neglectful in their duty, I have good reason to believe we have not a single egotist amongst our members. So brace up, Brothers, do not wait till some Brothers enjoin you to your duty, for we all have the same authority as members of the O. R. C.

Carnegie, Pa.

B. P. M.

Editor Railway Conductor:

In view of the fact that a representative of our Order at the recent Kansas City meeting of the Western and Southern Association of General Committees was ruled out of order by a representative of the B. of R. T. as chairman of said meeting, is it not possible to improve upon this Association of General Committees, as a means of negotiating with the B. of R. T., for our mutual interest? Is it not true that the Association as at present operated places the O. R. C. in the minority, not only in the Association, but also in the Joint Committees? This is but natural as they outnumber the conductors at the least calculation 2 to 1. We can readily see at what a disadvantage the conductors are placed. If the element of selfishness in human nature could be subdued or eliminated there would be no occasion for any laws or associations, but the millennium has not yet arrived.

Would it not be well to suggest the plan, as a substitute for the Western and Southern Association of General Committees, that the Grand Chief Conductor and his staff meet Grand Master Morrissey and his staff in conference, discuss questions concerning the welfare of both organizations, decide upon demands, each agreeing to support the other, but to present such demands as separate and distinct organizations. By this plan there

will be no friction in committees or unequal representation, which always results in the defeat of the minority, on a party vote. Even were it equal a tie would result. We recommend this suggestion to our Brothers who will meet in Indianapolis, Ind., March 7th, 1907, for the purpose of organizing an association similar to the Western and Southern Association of General Committees. This Association is regarded as no longer feasible.

It is a waste of time to discuss federation with the various classes of railway employes, for the reason that while this selfishness exists, they will not mix and the result will be jealousy, strife and recrimination. They are as oil and water—unmixable. We should remember that our aspirations are not political. We are organized to protect wages and secure betterment of conditions for a large body of men engaged in a permanent and legitimate occupation, and should not drift away from our moorings. Many well-meaning Brothers are laboring under the delusion that legislation can cure all ills. This reminds me of a man who for some infraction of the law, found himself in police court. He was not a church member and never attended church, but his wife was a regular attendant. It occurred to him that it might help him to have the minister intercede for him, for the sake of his wife, and family. The minister did, and successfully, whereupon the culprit said that he just wanted to see what good religion or the church could do. This, Brothers, only illustrates the case of I fear, too many members of our Order. The idea prevails with them that the Order is for their special benefit. That it makes no difference what may be their transgressions, or how delinquent they may be in their obligation, as members of the Order, the Order should overlook their wilful transgressions and come to their assistance whenever and whatever may be their predicament. They are supinely oblivious of the effect upon our organization, were we all just like themselves. I heartily endorse the idea of a permanent meeting place for the Grand Division. Let the city of our headquarters be the capital city and meet there. I believe state representation the best plan for reasons stated before and the further reason that jurisdiction can be now readily determined because of definite boundary lines.

D. E. HASBY.

St. Paul, Minn.

Editor Railway Conductor:

Unhappy is the lot of the correspondent, more especially so when one is at a loss for something to say, and particularly does this refer to me. When I read the many really good letters by really masterful and forceful minds treating on the most vital and important matters that just now are engaging our thoughts, I can only in my weak way echo them. I must say that I am very much impressed by the splendid letter signed by "K. N." from Marion, Ia. He handled the Home question to my way of thinking just about right, and so is the Brother from Centralia, Ill. Right you are Brother, the pension and Relief Fund for the old and superannuated conductor. No Home in mine, give me a Pension and let me live out my few years where I choose. I don't want to be taken to and

kept housed up in some part of the country among utter strangers in a Home and under regulations. Signs staring you in the face, "Keep off the Grass", "Lights out at 9 P.M.", "No loud talking," "You are not allowed to spit on the cat," etc. Subjected to the orders of some tyrant of an overseer, Nay, nay, Pauline! give me the privilege of sitting down without being afraid of infringing upon some of the rules. And say! I want my card. I am like Brother Osborne, don't deprive me of the pleasure of a card, whether I am out of service, or on a pension. The card I must have. By all means let us change the meetings of the Grand Division to meet triennially. These meetings now are too close together, too much junketing, entirely too much expense. Cut this all out. Meet at Cedar Rapids triennially, and, as Brother Roxbury suggests, allow a certain number of delegates to each State, District or Province. Some one has said that about 50 delegates do the business at the Grand Divisions; it comes very nearly being correct.

I heartily endorse the proposed Amendment by Brother H. M. Harmon, to article 16 of the law governing the M. B. D. and it ought to be adopted. You will find it on page 154, February CONDUCTOR. Read it over Brother delegate and if you do not see the justness of it, I miss my guess, and keep in mind the letter from Mexico in the February CONDUCTOR that speaks of the (to my way of thinking) General Burial Fund. No doubt it will have its opponents, but the fact remains nevertheless it should be. From the tenor of several letters received, I infer it has touched a chord. I might say in full accord, and it is a pleasure and comfort to read the encouraging support. *Mientras, hasta luego.*

City of Mexico, Mex. "EL BURTON".

Editor Railway Conductor:

I have only been a member of the Order of Railway Conductors a short time, but have never seen a letter from Division 185 since I have been a member. I want to say a word in reference to the Home of which so many of the Brothers have so ably argued. I want to say that I believe they are wrong. Certainly we all want the old conductor taken care of, we want to see him have a Home, but dear Brothers, do not force him to go to some other location, don't force him to go to some foreign land; this would not be a home for our old Brother who lives here. We know not the heart pangs of the man forced there by circumstances and conditions beyond his control, so let's arrange to allow him to remain where he has spent his whole life, let's not send him among strangers in a lonely ward of a charitable institute, a place, the only virtue of which is that he may not starve to death. Food and shelter is not all in this life, we want friends, neighbors and sympathy. Would it not be better for him and his family to let him stay where his heart is, and allow him enough to keep the home and hold fast all the things he has learned to love? I do not believe there is a Brother who would not be willing to pay in a little more for the Relief Fund, knowing that some life was made easier in its passing away days. Brothers, take it to

yourselves, suppose you are stricken as we all are liable to be and your only refuge was to go to the Home, what would your feelings be? How painful to our hearts would it be to cast a last longing look at all the familiar objects. Just think of leaving our dear friends and associates.

One other thing I would like to have some Brother write on, and that is this: Can we not get up some plan in M. B. D. to give us a paid-up policy? My dear Brothers, our old conductors should have some protection for the money he has paid in all his life. We have here on this Division, one conductor who has been in service for forty years as conductor. Now these Brothers should have some resource and some protection in their old days for the money they paid into the M. B. D. It does look hard for an old Brother to be in good standing and pay in his hard-earned money for thirty or forty years and then have some misfortune and not be able to keep his insurance paid up and have to be put out of the Order.

I take the liberty to ask some Brother to write on this subject. God help us to be men and keep our hearts wide open and warm towards those who need our aid.

W. A. SANDERS.

Selma, Ala.

Editor Railway Conductor:

I have been reading my January CONDUCTOR—in fact I generally read every month's issue of our official organ—and I find many things in it to commend to the members.

I would call their especial attention to your editorial under the caption of "The President's Message," your quotation from "Roanoke Industrial Era," "Stand Together," which is on page 44 and next to the last article in the editorial department, and last, but by no means least, I trust that every conductor into whose hands the January CONDUCTOR comes will read "Co-operation," by Walter Copey, on page 1. I would especially commend the latter article to my old time friend and Brother, "Murat."

First, I am for direct legislation for I know with that power in the hands of the people, the poor, the down-trodden, the oppressed, could and would find a means of righting their wrongs, but as few people seem to understand what direct legislation is, and the class that it would benefit most, has not got the time to take up the study of it.

Second, I am for federation, co-operation, consolidation, amalgamation, merging together, whenever found necessary, the interests of all the railroad labor organizations.

"Murat" calls my ideas along the line of federation "theoretical," and invites me to "outline a practical way to have it carried out." He seems to think federation is a good thing but wholly impracticable among railroad employees, and as argument in favor of federation not being practicable among railroad men, the good Brother points me to the recent trouble on the Southern Pacific. I must confess, I am not in possession of the facts in the Southern Pacific case, but be they what they may, it is no argument that a body of confederated railroad men could not decide what stand to take in the matter, and as to outlining a plan to practically carry out federation among railroad

men—fortunately I do not have to do that, for it is already practically demonstrated in many ways, and before our eyes every day.

John D. Rockefeller saw what he wanted in co-operation so he bestirred himself and federated most all the oil companies in the country, and obtained what he wanted; namely, Money—Millions, Billions. Harriman, Morgan, Gould, Vanderbilt, etc., saw the strength there was in union, and they straightway federated, consolidated and have gotten into co-operation all the railroads of this country. And what is the result? Why, using a slang phrase, they have got the railroad labor organizations "a-going," and laughing in their sleeves at us besides.

Armour, Swift, Cudahy, Nelson Morris, etc., saw it was a good thing to federate, consolidate and co-operate all the packing houses and hog and cattle interests in the country, and what is the result? Why we are paying twice as much for packing house products today as we paid ten years ago. Twenty and twenty-five cents a pound for bacon against ten, eleven and twelve cents ten and twelve years ago; twelve and one-half to fifteen cents a pound for lard against eight to ten cents ten years ago, and a relative rise in all other packing house products.

They are federating, and they never fail to knock out any local set of union butchers that chance to buck up against them. Now I could go on this way almost indefinitely and point out various combines and trusts that have federated and demonstrated to the world that that is the thing to do.

Brother "Murat," if all these people I have mentioned, and thousands of others that you see around you every day can federate to their advantage, do you pretend to say or even think that the various railroad organizations cannot do the same thing and in so doing better their condition, in just the same proportion as those combines I have just mentioned have? Yes, they can; a thousand times yes. If I were at the head of one of the various railroad labor organizations, I would certainly make the attempt to "outline a practical way to have it carried out." And it only remains for the rank and file of those various organizations to pass the word up the line that something of the kind must be done and that they are the men who are expected, by the boys who pay their salaries, to get their heads together and do it, or their "suspenders will be cut," and if they don't do it, let me tell you something, Brother "Murat," there are plenty of men in the various railroad labor orders to do it.

Yes, "the boys" south of the Ohio river have been thinking for a long time just like you say the various railroad brotherhoods are thinking around Chicago, that the chiefs of our railroad brotherhoods ought to get their heads together and see that a good deal more (not a little more) prosperity hits the boys in the trenches.

I was in northern, central and eastern Iowa the summer and fall of 1905, Cedar Rapids, included, and I found the same sentiments prevailing there; but if you suggest to any of these discontents, or more modernly speaking, "kickers," to air their views in the Division room, or in the fraternal

department of THE CONDUCTOR, they will almost with one accord say, in substance, "not on your tin type, for if I do the former, my utterances will hardly get cold, before my general manager or superintendent will know them, and if I do the latter, my officials will know, and mark me for an "agitator," and fire me on the slightest provocation. And from my point of view the Grand Chiefs seem to know these facts, and seem to be taking advantage of it. I say "seem to be taking advantage of such circumstances." I don't know that they are, and it is far from me to in the least do any of them an injustice. I am only writing my views on the subject and the views of the majority of the members of the railroad brotherhoods that I came in contact with, and what I think of past and present conditions of affairs between railroads and railroad brotherhoods.

There was a time when I could not do that; there was a time when I was called down by "my superintendent," and "my trainmaster," for my utterances in the Division room and in the CONDUCTOR, but as long as my good right hand can wield a pencil, and my voice will respond to the thoughts of my heart, I will be found writing and talking—though it may be feeble—in defense of and for the elevation of organized railroad men.

But pardon me, Brother Murat, I have digressed somewhat, so let's get back to the original question, federation, and we will take for example the Southern Pacific trouble you spoke of. I don't know just what it was, but we will assume some one of the railroad brotherhoods there had a grievance, or thought they had one against the Southern Pacific. Do you or any member of any railroad brotherhood, pretend to say that if the O. R. C., B. L. E., B. L. F., B. R. T. and O. R. T. were federated that a representative body from those five organizations could not go there, investigate said grievance and if it did not exist, so tell the Brothers, and said Brothers, heretofore agreeing in their Articles of Federation to abide by such decision, would not do so?

Would there be any sympathy with a local lot of men who would not abide by the decision of such representative body, knowing that said arbitrating board had the backing of every O. R. C., B. L. E., B. L. F., B. R. T., and O. R. T. man in the United States, Canada and Mexico, and would have no object in doing them an injustice?

They would not have to be compelled to do it, but under the circumstances they would gladly do it.

On the other hand, suppose that this representative body found that in their judgment those Brothers had a grievance, don't you know, and don't every one who reads these lines know, that that representative body could command the attention of the officials of the Southern Pacific railroad, and with the backing of every O. R. C., B. R. T., B. L. F., B. L. E., and O. R. T. man in the United States, Canada and Mexico, compel railroads to deal justly with its men?

Of course you know it. Some faint hearted Brothers in speaking of such a consolidation, and considering the enormity of its power, has intimated "that such a vast power might deal unjustly with railroad companies and cause confusion in the

country." Possibly they would, sometimes, but is that any more than the railroads have been doing and are doing now?

Are they not wielding their mighty power against every one of their employes who dares to better his condition? Have they ever done anything else? Do they not maintain a powerful lobby at our national capital and at every legislature throughout the U. S., together with an army of legal talent, to thwart every effort on our part to better our condition?

I don't advocate doing them or any man an injustice, but if they happened to get a little of their own medicine it would do them good. But I am digressing again. Brother "Murat", all those five Orders can be federated, and some of these days, before long, a leader or two will rise up and federate them. We have the brains in all the five Orders and I know it is the wonder of all the railroad managements today that we don't federate. The time was when a false idea of "aristocracy" kept the B. L. E. from federating with the O. R. C. and the same idea down the line to and including the young and inexperienced brakeman, fireman and operator, but that foolish notion is fast dying out. It is being demonstrated every day that there are enough levelheaded men in all five of the Orders to successfully combat the young and inexperienced members and keep them in line. Judging from the way the Railroad Commission is getting after railroad companies for employing young boy operators, that Order, in the near future, will be composed entirely of men with whom we will be proud to federate.

No one of those five orders can any longer stand idly by and see one of the others suffer defeat at the hands of a railroad company and not make a common cause of it. Singly, the railroads can whip any of them into line, and it has been proven beyond dispute that it is little or no use for us to attempt legislation of any kind in our favor, for they bitterly dispute every inch of ground with us, and should we after a bitter fight, against their lobby, money and legal talent, succeed in having a law passed favorable to us, some judge (?) will declare it "unconstitutional." With these facts staring us in the face there is nothing left but to federate, and surely the time has come when men working together as these five Orders are, must see the injustice and the shame of standing idly by and seeing a great railroad company discharge a few operators because they belonged to the O. R. T. and not raise a hand in their defense.

If a powerful railroad company like the Louisville & Nashville can, against the law, discharge its operators because, forsooth, they belong to the Order of their calling and profession, and a United States Circuit judge declares that unlawful act a legal act, what is to hinder them from taking a fall out of a few conductors and engineers, if they so choose, because they belong to the O. R. C. or B. L. E.?

Take my advice, and get down off your perch, get your think-box in order, use your gray matter a little, take your bearings, and see "where you are at."

After writing the above, I have informed myself upon the Southern Pacific trouble, and it has not

caused me to change my mind about the feasibility of federation.

If the various railroad labor unions had been federated, they would have soon adjusted the difference between the B. L. E. and B. L. F. and then all combined would have compelled the Southern Pacific to make a just settlement, or at least arbitrate.

VERITAS.

Louisville, Ky.

Editor Railway Conductor:

After another election in our Division I find myself once more in the position of correspondent. Another year has added a page to the book of life: on that page is written much of joy and much of sorrow. Let us hope that through it all we have each contributed little to the world's sorrow and tears, and much to the joys and smiles.

It is the duty of every O. R. C. man to do what he can toward lightening the burdens or at least toward smoothing the rough places in the paths of others. If we sometimes forget these duties, it is because we lose sight of the fundamental principles of our great Order. A fraternal organization has many opportunities for good, the relief of the unfortunate and needy, caring for the sick, burying the dead, encouraging our weaker Brother, present a broad field for good. Our organizations like our teacher does much concerning the duties of man to man. The Christian man is not he who attends devotional services only, but the one who does christian acts—he from whose influence the world is better. Such men always leave their stamp upon those with whom they come in contact. Our Order tends to make such men, what then must be its influence. I call each of you to your duty and loyalty to your Order.

Now a few words relative to duties that members owe to their officers and to the Order as a whole, you have seen fit to elect certain members to hold the different offices in your Division and in the writer's judgment you could have selected none better. We saw them perform their work at the first regular meeting after their installation and we could be nothing short of pleased with their performance and the absence of the Ritual. Now don't consider that having started your new officers on their way, your duties end—they just begin. There is no good reason why Division 119 should not average an attendance twice as great as it has had lately. It is the duty of each member of the Order to help in deciding the questions that are constantly coming before us. We have before us now, questions to be placed in the hands of both the local and general committees of adjustment, relating to the formation of an Eastern association. The Grand Division will soon be in session and your delegate will be glad to hear from you. Along the lines of questions which will probably be brought before the next Grand Division such as increasing the Relief Fund, establishing a Home for aged and disabled Brother conductors, also insurance to be paid in full or part when totally disabled. These are only a few of the many important questions which should be talked over in Division rooms and which will be brought before the next Grand Division. In regard to the Relief Fund I wish to state that I believe it one of the greatest and wisest moves that

was ever started by the Order of Railway Conductors. The amount of good which has been accomplished through this department is far beyond the expectations of any of us.

It was with the deepest possible regret and almost alarm that we read the notice of resignation of Brother E. B. Clark from the office of G. C. C. The numerical estimate of our great growth expresses but a small part of the good that has come to our order under his leadership and for which we give him the chief credit. We congratulate our country upon its new servant, great as is our own need, we are glad to sacrifice our lesser interests to the paramount ones of our country. We congratulate the first man of our country for his choice for this important office. We are to be congratulated upon having so able a man as Brother Garretson to succeed Brother Clark. Brother Garretson has been for many years associated with Brother Clark in leading our Order. The very satisfactory nature of Brother Garretson's past work as a Grand Officer of the Order gives us great confidence in his and our future.

In Brother Sheppard, Brother Garretson will have a very able assistant. We have in Brother Sheppard a deep seated confidence, inspired by his past faithful performance.

Division No. 51, L. A. entertained their husbands and families at their public installation of officers, Dec. 28, 06, and a very pleasant evening was spent by those who were fortunate enough to be invited for the occasion. The installing was performed by Past President, Mrs. G. W. P. Bonter, assisted by Sister Kitselman and the able manner in which the services were conducted was indeed very creditable. After the installation, the ladies gave an exhibition drill which was thoroughly enjoyed by everyone and showed thorough preparation. The remainder of the evening was spent in dancing. On April the 25th, Wayne Division 119 assisted by Kekionga Division 51 L. A. to O. R. C., will give their 23rd annual ball, we anticipate, as in the past, a full attendance for this occasion by all the Brothers, Sisters and friends, as it is looked forward to as one of the most enjoyable events of the year—good music, plenty of sociability, light refreshments and progressive Pedro, contribute to make the event a pleasure. We have been so successful in all our past entertainments that we feel justified in guaranteeing all who are fortunate enough to be there a good time.

Pt. Wayne, Ind.

M. O. GINTY.

Editor Railway Conductor:

Being elected one of the correspondents for the year 1907, will say a few words relative to the General Committee of Adjustment. Some of our members do not seem to understand the rights of a General Committee, and the duty of members to it.

I wish to make a little explanation for their information. Your General Committee of Adjustment is elected by members of the Order. Every member of the Order has a right, and it is his duty to help elect the right man for this very important committee. The statutes require your General Committee of Adjustment to hold regular meetings biennially, and special meetings when deemed advisable by the chairman, or whenever a majority

of the Divisions on the line so request. The statutes are quite explicit and read as follows: "Any member, including complainant, who by verbal or written communication to the railroad officials or others interferes with a grievance that is in the hands of a committee shall be expelled when proven guilty."

In the future I trust that some of our members will understand that the General Committee of Adjustment has full power to settle all grievances up to the question of a strike, and that question, alone, is decided by a vote of the members of the Order on the road.

Speaking of "Suckers," Yes, we have them on one of the roads running out of Boston, and I will give you a little description of one. He is not large in stature, but great in his own imagination, and when he meets one of the railroad officials his shoulders fly back, and his chest jumps forward to such an extent that he reminds one of a small steam pump, with a great deal of push and pull. A word in regard to some of his past adventures. He has been the cause of Union men breaking their obligation and becoming disloyal. He is a tale-bearer who goes to his superior officers with false statements and wicked agitations for selfish ends. He has had the unadulterated nerve to butt in on a committee when they were in conference with officials. His intentions were to destroy the arrangements of the committee with the hope he would gain by the ruin.

He has worked very hard to injure our organization, which has paid out to widows and orphans over \$9,500,000.00 and are paying a Relief of from \$10 to \$30 per month to all totally disabled members. No man has berated certain railroad officials more than he. He took the liberty of changing or causing to be changed, an article which had been prepared for the press, after it had received the signatures of a large number of men, without consulting the signers, thus branding himself a forger, a spy, a violator of law. God speed the day when some officials shall rid themselves of prejudice and "suckers," and act as justice dictates and mercy requires.

G. A. M.

Boston, Mass.

Editor Railway Conductor:

Possibly it will be a surprise for most of the readers of THE CONDUCTOR to see something from Atlanta Division 180, nevertheless I promised last December to write at least four letters in 1907, for THE CONDUCTOR, having been chosen for that duty.

December 30th we had a joint installation of the two O. R. C. Divisions and the Division of the Ladies' Auxiliary, which was considered by all who attended the most enjoyable affair ever experienced. The ladies, of course, being first in all good things, Golden Rod Division, No. 43, installed their officers first and did it in such excellent style that the Brothers were loth to follow, but duty comes before pleasure and the day had arrived, everything was in readiness and the installation had to take place; Brother M. G. Waitt officiated as installing officer, C. D. Knight, Marshal for 457, and W. P. Hildebrand Marshal for 180. The officers were installed jointly and in a little different

mode to the usual custom, although the ritual was lived up to.

After the installation the ladies served a very pleasant surprise by having a most excellent spread ready and the novelty in which the good ladies had arranged to serve this spread far excelled anything we have ever had; instead of having us march around a great table it was served right in the hall as we sat without any disturbance whatever and we could sit and eat and chat and have a good time generally, you would have thought you were at a King's feast only for the absence of the usual formalities, think of 300 people mingling together on an occasion of this sort and everybody as happy as if on a wedding tour. I have been attending these installations for years and never before have I witnessed one I thought would prove to be of as much good to the Order and Ladies' Auxiliary as this; We made new acquaintances and renewed our old ones, we had no long-winded speeches or oratorical show-off but simply had a good old-fashioned reunion of Brothers and Sisters, as this entertainment was exclusively for members of the Order and their immediate families.

You will remember that 457 is an offspring of 180 and we are just as one yet, in fact we have a funeral benefit department that members of both Divisions can belong to, which meets once a month and is doing much good for the membership. We also have an excellent arrangement fostered by these two Divisions, organized when all was in 180, of accident and health department where we are getting great benefit, in fact Atlanta conductors are up-to-date, genial, whole hearted, noble fellows and you have only to be among them and their good women a short while to realize this better than I am able to present it.

Next year we shall extend an invitation to each of you to be with us on this occasion and we shall extend the walls of our houses that they may be able to contain all who will favor us with their presence.

Remember, I didn't select myself for this correspondence and it is not my mistake that I was selected and I am determined, the Lord helping me, to see that 180 gets a letter in THE CONDUCTOR occasionally this year. G. W. EVANS.

Atlanta, Ga.

Editor Railway Conductor:

On reading the CONDUCTOR I do not find many articles on the responsibility of the passenger conductor; not so many as such a grave responsibility merits, one that so deeply concerns the conductor of the present day. It should be taken up by the conductors in a body or in some way so such poor or unfortunate victims of circumstances could get redress. I'll try and explain myself. As to the victim. We had a short time ago a conductor starting out on his run, got his orders and on the way to the engine told the flagman how far he could go for a superior train, told the porter, went to engine and delivered the orders to engineer. Had one of the oldest engineers on the road pulling him, some 25 years in the service and not a mark against him, been tried and proven himself an engineer. With what more confidence could a conductor leave and start to work a crowded train, with his mind on

stopovers, junction points and mileage and a smile that is supposed to never come off? He got near the rear of his first coach and knowing that the second coach held fifteen or twenty passengers for the next town, he looked out, and to his horror sees he is going through the town—he had only a short time before told all concerned he would meet this superior train, he reaches for cord, pulls it and gets no response, rushes to the end where the emergency cord is and gets train checked, but poor conductor, he gets there too late; there is a head end collision with results that conductor is discharged for not doing his duty. What more could he have done? One more of our poor victims of circumstances for being on the train. Again; on train leaving, conductor instructs engineer, one that had been on the division and helped build it to run slow and not take any chances. Does not go inside of his train until it had passed whistling post for the station, he had taken all of this caution on account of it being foggy, and thought he could see as good as the engineer with steam and cinders filling both eyes. It dawned upon him that his duty called him inside, for he would get into trouble should some passenger be carried by, little he knew the trouble waiting him. Had taken up three or four tickets, when he picked himself up in the end of the car, cut and bleeding. The ever watchful engineer had found a freight train, as he had got by his junction point one car length. Same conductor now looking for a job. Both these conductors had been with the company fifteen or twenty years. Now Brothers, how many of us find ourselves in the same fix as these two Brothers? What more could they do without going over on the engine? And a thirty-five dollar uniform would look like a boss wiper in the round house in a short time.

I would like the Brothers' views on this, or a way the conductor is not held, where his duty takes him away from helping engineer, look ahead. I agree we have committees, but the lost time—six and seven months—tells on a Brother's finances, as well as the worry, for he knows he has done the part of the faithful conductor. My idea is there should be a way of some kind for taking it up in a body, as it may happen to any one of us sooner or later for we are liable to be placed in the same position. It is one of those unlooked for happenings.

Forty-four is having large meetings, chairs are at a premium and everyone is taking great interest and is encouraging our officers. Our worthy secretary, Brother Elliott, is the right man in the right place, and the Brothers who meet him in Memphis will fully agree with me. We have only one Brother on sick list at present. Brother Chas. Lake has been in bed for three months with rheumatism, but we are all hoping he will soon be with us again as Chas. is one of our old-time passenger conductors, and a Brother conductor with the right hand of good fellowship. "Hot Tamales" is still our CONDUCTOR correspondent, but think he has not the time to do much corresponding. Although we have had a mild winter, am not sure he has steam heated rooms. Should not judge so by the sack he takes home every morning. I would hate to think it was coal. Brother Greiner, our

popular conductor between Denver and Colorado Springs, has been off for the past ten days. Porter tried to run his train. Porter is up for repairs for six months or more. Brother Roy may not raise his cap quite as high as some of us. Well, all that know Roy know that there is no rabbit there, but he gets there just the same. Some call him baldy for short.

The German Count (Brother Alter), his wife had fresh speck. Wanted to get some kraut. Bill was wise; sized up a carload on way home. Wife and parrot make signs now. Bill wonders why. (Car sugar beet pulp.)

KLONDIKE.

Denver, Colo.

Editor Railway Conductor:

I have been wondering if Brothers outside of New Hampshire have ever heard of the White Mountains, "Oh yes," they say, "we learned about them when we were boys, in the little old red school-house, years ago." Doubtless there are some who have had a closer acquaintance with them and perchance standing upon Mt. Washington have looked afar off from the summit house toward the Atlantic, and cried out, as one of old; "Thy righteousness is like the mountains of God. Thy judgments are as great deeps. Oh Lord! Thou preservest man and beast". Then descending, have said, "And the children of men take refuge under the shadow of Thy wings."

I also am wondering how many have ever heard of Concord Division 335. You have not heard anything about it from the CONDUCTOR. You, I dare say, have never stood within the walls of the Division, nevertheless, there is such a Division located in Concord, New Hampshire, the capital of the Old Granite State, and among the foot-hills of the White Mountains. It is a beautiful, residential city, with magnificent shade trees and splendid drives; and best of all, it is clean and wholesome and will be more so after May first, for at least four years of No License, we are sure, will make it so. It is situated nearly at the head of the Merrimac valley and is seventy-five miles from Boston. It is the terminus of three Divisions of the Boston & Maine R. R. namely, Southern, Concord, and White Mountain. One of the many B. & M. plants for the building and repairing of locomotives and cars is located here. Sixteen hundred railroad men and families reside here which makes quite a population of itself. Concord Division has not a large membership, and it is to be regretted that many of the Brothers, living here are members of other Divisions. Some affiliated with Boston divisions and others. It is advantageous to belong to a large Division as expenses are less and social advantages may be greater but would it work to the advantage of the members at large on the system if all thought this way? I think we could very easily unite all the Divisions into one or two and the meetings would be attended as often and by as many Brothers. But would it be best for all concerned? I think not. However, I do think that the Divisions should be more evenly divided and as far as possible the Brothers should join the Division they can attend the easiest, and to which they can give the best support. Our selfish and

personal ends should not be thought of, but ever this one thought, we are united for a common cause. Just at present our Committee of Adjustment is in session and there are all kinds of rumors circulating, so many of the Brothers are on the anxious seat. But why should we feel alarmed, we have chosen what were thought to be our best men, men both brave and conscientious, with prejudice and malice for no man. Now that they are chosen give them your confidence, support and encourage them; it will help them to solve the difficult and perplexing problems which they may encounter.

Concord, N. H.

W. A. ROGERS.

Editor Railway Conductor:

It has, I believe, been a long time since Omaha Division 126, O. R. C., has been heard of through the CONDUCTOR, but I am glad to say we are pulling along nicely with Brother G. F. Joslin, as our Chief Conductor and a few other old stand-bys.

We have a membership of 92 and a good prospect to reach the 100 mark in a few meetings. We however do not intend to stop there. Our worst trouble seems to be in getting the boys to attend meeting. But we think our troubles are nearing an end on that score for where the wife is interested it is generally so with the husband and vice versa, (at least it should be.)

And through the perseverance of Sisters Wadsworth and Petersen, the ladies organized an Auxiliary on the 19th anniversary of the organization. It was a hard pull they had in getting the ladies interested, but they succeeded in taking in 33 charter members. Much praise is due these two Sisters, especially. We hope now, Sisters, you will have that chicken dinner at six instead of two on every 1st and 3rd Sunday, and at 1:30 p. m. remind that husband it is time to start for meeting.

Division 126 lost a good and faithful attendant when Brother M. J. Roche (commonly known as the war-horse) left the main line and is now all by himself on the Ord. line. Brother Roche hadn't missed a meeting, when in town, since '84.

Brother W. S. Wilcox (now past sixty) is always on hand before two o'clock on meeting days or you may rest assured the doctor is at his home.

We hope our young conductors will have the vim and prove to be the faithful men our older Brothers have been, for it is up to them to take their places sooner or later. So Brothers, come down to meeting and see what we are doing and not ask some Brother the next day what was done at meeting.

Brother H. J. Keck has quit giving high balls and now occupies his new gent's furnishing store at 1612 So. 10th st., and am glad to say he is doing well. Don't forget he carries neckties and shoe strings and other things you sometimes need.

Brother E. Inman is down at Hot Springs, Arkansas, and the latest report from him is very favorable and he will come back with two good legs and I am sure he will need them on the long drags of sixteen hours' work and eight hours' rest. The old way of eight hours work, eight hours' rest and eight hours' play, is ousted since our tonnage has increased.

ANDREW HYSTREM.

Omaha, Neb

Editor Railway Conductor:

This being my first attempt to write an article since my appointment as CONDUCTOR correspondent for Division 101 for 1907, I hope none of the Brothers will criticise my writing; although I may be entitled to much criticism, please desist.

I wish to say that Division 101 elected for its officers and delegate, the best material in the Division. I hope to see many of the boys taken into our Order this year as there are many conductors on the Big Four and also the I. C., who are eligible for membership. Let us all try to get them in and make this a banner year for Division 101.



F. S. THOMAS, MATTOON, ILL.

Brother F. S. Thomas of Division 101, whose picture is shown above, was badly injured in the disastrous explosion at Sandford, Indiana, January 19th. Brother Thomas was blown through the roof of the car and received many bad cuts and bruises, but he helped many to escape death as the entire train caught fire and burned up.

Mattoon, Ill.

B. T. HELLSABECK.

Editor Railway Conductor:

In reading the RAILWAY CONDUCTOR of January 1907, I noticed a letter from Manhattan Division No. 200, Ladies Auxiliary. There are some things in this letter that I agree with and some that I do not. The public installation was all that could be looked for. Brother Cameron, however, is not responsible for what he says when the ladies are around. Brother Burr of Division No. 54, O. R. C. in presenting the bunch of roses to the President of the Ladies Auxiliary, Mrs. Hutchinson, should have mentioned the fact that the roses came from some of the members of the O. R. C.

and not lead them to believe they came from N. Y. City Division No. 54 for I assure the ladies the roses did not come from Division 54, O. R. C. Bro. Burr, like Brother Cameron, likes to flatter the ladies, as to the ladies having any idea that I would join the Ladies' Auxiliary were I eligible after that affair, will only say that were I eligible, nothing could induce me to join Manhattan Division No. 200, Ladies' Auxiliary, for some things came up a few days before the public installation that removed all or any desire to ever join or become in anyway associated with Manhattan Division No. 200. I only hope that should there be another affair of the kind in N. Y. City that it will come off in better form than the last, and that Brothers Burr and Cameron will both be in frocks and eligible to join the Ladies' Auxiliary.

CHAS. F. HEITEMANN.

New York City.

Editor Railway Conductor:

The following donations have been received at the Home for the month of March:

O. R. C. DIVISIONS.

3.....	\$12.00	237.....	12.00
7.....	10.00	249.....	12.00
8.....	12.00	318.....	5.00
14.....	12.00	391.....	10.00
20.....	10.00	404.....	10.00
40.....	25.00	412.....	12.00
119.....	5.00	428.....	12.00
127.....	5.00	440.....	12.00
150.....	12.00	446.....	14.07
157.....	15.00	466.....	10.00
217.....	12.00		
Total.....			\$239.07

L. A. C. DIVISIONS.

118.....	\$ 9.20
228.....	12.50
Total.....	\$21.70

SUMMARY.

O. R. C. Divisions.....	\$239.07
B. R. T. Lodges.....	139.90
B. L. E. Divisions.....	183.00
B. L. F. & E. Lodges.....	60.90
G. I. A. Divisions.....	18.25
L. A. C. Divisions.....	21.70
James Costello, No. 270, O. R. C.....	1.00
Alfred S. Lunt, No. 456, B. R. T.....	1.00
J. C. Wood, No. 564, B. R. T.....	1.00
Members No. 1, B. L. E.....	3.00
Etta Reidy, No. 4, L. A. T.....	1.00
J. J. Ferdinand, No. 671, B. R. T.....	10.00
Members of No. 464, B. L. F. & E.....	19.50
Total.....	\$699.32

MISCELLANEOUS.

Box of Books and Clothing from Brother W. R. Ober, No. 375, B. R. T.
Box of Tobacco, Pipes, Socks and Handkerchiefs from No. 12, L. A. T.

Respectfully Submitted,

JOHN O'KEEFE, Secy. & Treas

Highland Park, Ill.

Editor Railway Conductor:

"Oh, why should the spirit of mortal be proud?
Like a swift flying meteor, a fast flying cloud,
A flash of the lightning, a break of the wave,
Man passes from life to his rest in the grave.

'Tis the wink of an eye, 'tis the draught of a breath
From the blossom of health to the paleness of death.

From the gilded salon to the bier and the shroud,
Oh, why should the spirit of mortal be proud?

There are no lines that appeal more directly to those of our hazardous calling than the above. The reality of which was brought forcibly to the members of 239 and their co-employees a few days ago when an engine running on the C. & O. Ry., exploded resulting in the death of four men, Brother T. B. Marshall's son being one of the number. Those sad affairs are very hard to bear, but they should teach us the all important lesson of getting closer together, and a stronger belief in the universal brotherhood of man, for truly is every man in railroad service his brother's keeper.

We should get closer together and strive to help one another to be better men.

Organization is the greatest power of civilization, and the greater the organization, the better the civilization. Where a body of men are banded together for the common good of all, the better element generally prevails. Organization reaches and brings out all the good in man as nothing else can do. As the founders of our Orders have wisely based our organizations on the teachings of Christ—"Do unto others as you would that others do unto you," and at all times be ready to assist and aid a worthy Brother, and point him to a higher plane if possible. Then let us get closer together that we may help one another in our daily struggle for bread, that we may more readily adjust our personal differences, that we may better assist each other in times of distress. Let us organize, let us federate, let us draw together by mutual consent and help one another while we may, for truly it is not all of life to live, or all of death to die.
Lexington, Ky. A BROTHER.

Editor Railway Conductor:

I see so much in the CONDUCTOR about the Home that it fairly makes my head swim. The Home is a good thing (and I always push a good thing) for the unmarried Brothers, but, I for one, of the married Brothers, would not want to leave my family and go to a Home, and I think a great many of the married Brothers are of this opinion, or at least ought to be. Some other provision should be made for Brothers with families.

Then they have sprung the card question on us. No one but conductors in actual service to be entitled to Division cards; what next! The Brother that sprung that question may be the next to get mustered out of service by some accident or from some other cause, then hear him squeal for a card.

We have got to work the goat in the lead every now and then, but he has got one of his horns broken since I rode him.

The following was written about 3K P M., Feb.

2nd and is dedicated to the boys of the V. & S. W. Ry.

On "our" road there is a mountain called the "Gorge" up which we make three pulls, On my first pull we had a terrible "bear fight" on account of a very bad rail:

While on our way to Benham,
We met a "Grizzly Bear",
Near the fifty-nine trestle
Which you all know is there.

With the sand and the blower
We made a success at last
And went straight on to Benham
And filled out our tonnage fast.

And then, Oh, then the mountains;
You have all been there before
The "Grizzly Bears" just linger,
'Round that rock cut for shore.

We slipped and slipped again
Pulled out a draw head and a knuckle pin,
We went out and got the big long chain
And wrapped it around those cars in vain.

Draw heads are common,
And knuckle pins are too,
But if you haven't got 'em
What in the world are you going to do?

Take one short cut,
And to the mountains run,
Back up for the tail lights
And go home on the bum.

The trainmaster is kind hearted
And the dispatchers, they are too.
But they will not cut the tonnage
As they know they ought to do.

Bristol, Tenn.

W. H. NAVE.

Editor Railway Conductor:

Looking over the January number of THE CONDUCTOR I find an idea in accord with my views in many letters, and also some that I cannot agree with. Now, Brother Steadman's letter is good, but like the proverbial cow, kicks over the pail and spills the milk, when he suggests to not issue a card to a member not employed by a railroad. How about the age question? I have been a member 27 years, am now forced out of employment and at my age will never run a train again, perhaps. I have had a card for each year, would it be brotherly to keep me in the Order and now deprive me of a card?

Brother Norman Watkins says, "do not abandon the Home," I agree, but Billy Welch and Brother Osborn are on the track, too, and just whooping down the main line on the Home Route. Seems that all the Brothers who do not favor the Home are men with families who never stop to think that many old codgers have not saved up enough in a lifetime to buy an ant a low cut vest and they should be ostracized.

Well, where would you put them? Almost all organizations have a Home for old members.

except railroad organizations. We should surely do something in this line, and, remember, there are a few old members that have no home now, except a hotel and must pay each day as they go or move out.

As to the insurance, I would gladly greet a change if it could be done without injury to the Department and would like to see the face of each policy paid when 20 years old. Proof of the pudding is in the eating thereof. My policy is over 21 years old. Now, come on, boys, and change it just that way and give me a card each year. Build a nice Home and give us a "Good Old Folks' Home," somewhere. Don't make it compulsory. You won't have so many empty rooms as some imagine. We old heads have been paying our money many, many years and some, no doubt, have never received any benefits, and if left to a vote of all members I think it would be built by a large majority.

Wishing to hear more from Brother Osborn and other able writers on these questions before the Grand Division meets and hope to meet with the good old Brothers again. W. M. WHEELER.

Canton, Miss.

Editor Railway Conductor:

Just a few lines to let the world know that there is a real live Division in Canada known as Allandale Division, No. 355, where traveling Brothers will always find a welcome.

I have been reading several letters in our Conductor in regard to a Home for old and disabled Brothers. The scheme is, no doubt, a good one, but I prefer the Relief Fund system. There is already a Home for old and disabled railroad men and I feel that it would be better to pay to the maintenance of it from the Relief Fund and increase the assessment to double its present amount to each member. Surely no man who is worthy the name Brother and worthy of membership in such a noble Order as the Order of Railway Conductors would hesitate when asked to contribute two dollars a year to Brothers less fortunate than himself. Surely we prize the blessing of health and full faculties higher than that. By so doing we could aid to a greater extent those who have loved ones depending upon them and who are unable to provide as they would. Also there would be a surplus whereby to keep up the Home or pay for the keep of our Brothers who are doubly unfortunate in not having a home where loved ones are willing to look after their welfare. They would be properly attended to, but those who have a home would prefer a crust of bread shared with their own to a loaf alone, away in a place which is called far out of its proper name, in a sense when called a Home. My views on this question may be very narrow, but just let us consider for a moment the position of a Brother over here who is a worthy member of our Order. Thousands of miles away there is open to him the door of a large institution, but he would not care to leave his surroundings, however humble they might be, to partake of the hospitality of a Home, nor would his old comrades care to see him go. Our interest and sympathies do not cease when he has booked in his last trip on the road of steel upon which he has faithfully toiled, nor does it cease when we have paid our last tribute of res-

spect to our departed Brother, for there are those whom he has left who are to be helped by kindnesses that money cannot buy. Let us keep up our Relief Fund, as it is one of the noblest movements of our Order.

While I am at it, let me say a few words about the Division card. I agree with Brother A. P. Stedman in January number, in giving each Brother his due consideration, irrespective of his position in the railroad service. One thing I approve of and that is, grant a card to those who prove themselves entitled by having the lecture perfect and who will conduct themselves as worthy Brothers when using it.

We have had the pleasure of several visits from our D. G. C. C. for Canada and I voice the sentiments of Division 355 when I say "it was a step in the right direction, when Brother Berry was appointed to that office." At his last visit we perhaps overworked him a little by giving him eight initiations, but he shouldered it with a smile and did the work in a very pleasing manner, and his offering for the good of the Order was very beneficial, a treat, which we regretted so many of our members were unable to hear owing to the rush of traffic on our division. T. HEARD.

Allandale, Ont., Canada.

Editor Railway Conductor:

The South is coming to the front faster than any part of the country. A southern railroad contractor has been given the contract to dig the Panama Canal. Southern railroads are doing the heaviest business in their history and Southern railroad men are getting more wages and shorter hours, although like anywhere else the cost of living is greater. Real estate values are going up rapidly, yet property is cheaper here than anywhere in the north.

Every railroad employe should buy himself a piece of real estate, as all the southern states are starting a movement to bring European immigrants to the south, and these immigrants will cause real estate to advance rapidly. Then northern capitalists are entering the field of manufacture in every line and this is enhancing the value of property.

The American Locomotive Co. contemplates the erection of a \$5,000,000.00 plant to build locomotives at Birmingham. Division 186 is prospering like it never did before; we have a good attendance every meeting considering heavy business on the various lines. New members are taken nearly every meeting.

When a Brother is sick, members go to see him and take him reading matter, flowers and see that he wants for nothing. The spirit of brotherly love is everywhere in evidence. Any Brother who has been sick or in the hospital knows how nice it is to have some of the Brothers come in to see him.

The legislature of Alabama has introduced a bill to abolish the free pass except to railroad employes and their families. This bill is a copy of the pass restriction clause of the Rate Bill passed by the last Congress.

Was glad to note in the daily press that the 16-hour limit for railroad employes had been passed by the Senate. However, was sorry to note that

the only negative vote was cast by Senator Pettus, of Alabama. It gives me pleasure to note that Congress has at last taken notice of the railroad employes in regard to shorter working hours. The movement on foot in the Alabama Legislature to prohibit the movement of freight trains on Sunday is being opposed by the railroad employes of Alabama. Brother C. L. Huey of Division 186, who is our Legislative Representative, is at the Capital to endeavor to prevent the passage of the bill.

JNO. R. T. RIVES.

Birmingham, Ala.

Editor Railway Conductor:

In my last letter to the CONDUCTOR I stated that the first disruption had yet to occur, and I must state that since our CONDUCTOR went to press that a disruption has occurred. It appears that several of the Brethren wanted a special meeting called and one of our officers said it was useless to call a meeting, but this officer submitted to the wishes of a lawfully constituted majority and agreed to assemble the Brothers on a certain date, and when the meeting was about to be called to order by the Chief, the gavel was politely taken from him by our old stand-by—Watson W. Appgar, and our Chief, George Bowen Olin, was asked to stand near the altar, and while standing there amid an unbroken circle he was presented with a heavy gold watch chain, weighing fifty pennyweight and a charm of our Order, and to say that he was surprised is saying it in a mild way. He was thunderstruck, and could hardly utter a sound in response to the following words addressed to him by our Secretary:

"Brother Olin, the members of Long Island Division 391 have for a long time been desirous of showing to you their appreciation of your efforts with the management of the L. I. R. R. Co. in bettering the conditions of the conductors, and how well these efforts have succeeded every conductor on the L. I. R. R. can testify, and now, in behalf of the members of this Division, I present to you this substantial token of their esteem, and we trust nothing will ever occur to mar the love and respect in which you are held by our Brothers. Brother Olin, we all, each and every one of us, wish you a very Merry Christmas and a Happy New Year, and may long life, happiness, and prosperity be yours."

Then the reason of the special meeting dawned upon him.

Well, the one hundredth member has taken his trip and it was the scene of which we all have passed through. He came up smiling and happy and our new Brother, Wm. Keeler, is one of several members of the B. R. T. that have been initiated into the mysteries of our Order during the past year, and these new members are making our meetings very interesting. So may we all be happy in knowing that in unity there is strength. The much abused Brown system of discipline has been eliminated from the L. I. R. R. and reprimand, suspension and dismissal has been substituted.

Now it is a pleasure to see all the work from spewing to closing entirely done from memory, and no ritual used, and this is the manner in which 391 does its work.

And I would ask the members of other Divi-

sions that are employed on this system to read the old familiar passage of scripture that says as we say to you—"Come unto us and we will do thee good" Numbers, 10th Chapter, 29th verse. And when we say this we mean every word uttered.

Having received letters from Brothers from Memphis, Tenn., Bridgeport, Conn., Denver, Colo., and Buffalo, N. Y., asking for information of men that were working with them years ago, it goes to prove that Long Island is still in the minds of former employes of this system.

The trains here are all with a half dozen exceptions handled by O. R. C. members and in the past year the accidents have been so few that they are hardly worth recording.

This system handled during the year 1906 over nineteen million passengers, and deaths occurring from the accidents to trains have been less than one passenger to every nine and half millions of passengers handled. This is a very surprising record, and one that every employe of this system is proud of.

We are to have another one of those dinners soon. I do not wish to brag about anything, but I will say that our conductor's room at Long Island City is second to none in this country, and when I say that, I repeat the words conductors of other roads have used when they have been here on a visit.

JAMES D. RUSHMORE.

Long Island City, N. Y.

Editor Railway Conductor:

One of the most successful union meetings ever held in the city of Indianapolis took place last Sunday, March 3d, in the Division room of our Division. There were delegates from both the Order of Railway Conductors and Brotherhood of Railroad Trainmen, some of them coming from the far east. The meeting originated in the fertile brains of Brothers W. T. Brown, of Division 92, Terre Haute, Indiana; Brother A. V. Newton, of Division No. 2, Buffalo, New York, and Brother H. E. Joslin, of Indianapolis Division No. 103; and if success means gratification, those three Brothers should be in the seventh heaven of self-satisfaction. They arranged a very elaborate program for the occasion, and which is as follows:

PROGRAMME.

Invocation Rev. Griffiths

ADDRESSES OF WELCOME

Walter Copsey.. Indianapolis Division 103, O.R.C.
E L. Rankin..... Hoosier Lodge 261, B. of R. T.

ADDRESSES ON ORGANIZATION AND CO-OPERATION.

W. W. Hutton... Gen'l Ch'm O.R.C., A. T. & S.F.Ry
John F. McNamee

Editor and M'g'r B. of L. P. & E. Magazine
Geo. W. Huntley... L. S. & M.S. Conductor, Toledo
W. B. Wilson... Nat'l Sec'y and Treas. U. M.W. of A.
Fred L. Feick.... Ch'm Leg. Bd., B. of R. T.
W. C. Turner... Gen'l Ch'r'm O.R.C., Missouri Pac.
A. V. Newton... Gen'l Ch'r'm, O.R.C., L.S. & M.S.Ry.
L. B. Waltz.... Gen'l Sec'y L. & N. System, O.R.C.
A. B. Garretson... G.C.C., O.R.C., Cedar Rapids, Ia.

Brother Walter Copsey had been invited to the chair, and presided over the meeting,—and, well,

you know the result as far as he is concerned. He had some pretty compliment to pay each and every one of the speakers, which called forth unstinted applause for the speaker when he arose to grace the meeting with his remarks. A few of the most pungent points, perhaps, would not be amiss when dealing with the various speakers. In his opening address, Brother Copsey reminded them that the salvation of the men employed in train service was in their own hands, and that if they sought better conditions they must go to the same source for them as had furnished them in the past, namely, the strength of co-operation.

Brother Rankin, of the Trainmen, made an exceptionally strong talk on advanced thought and necessities for the accomplishment of projects which are now being sought by the laboring men of this country, and he was heartily applauded for his efforts.

In the absence of Brother Hutton, of the A. T. & S. F., Brother "Tom" Joslin, of the Rock Island, made an interesting talk on the effects of organization and comprehensive co-operation; he kept his listeners well in hand, as well as his subject and dealt some telling blows to individual effort.

Perhaps the man to receive the most vociferous applause during the afternoon was Brother John F. McNamee, Editor and Manager of the Locomotive Firemen's Magazine; he spoke for some length upon the topic of long hours for trainmen, and taking his subject well in hand went thoroughly into details, showing where the average railroad man was far behind his brother toiler in other walks of life in the respect of home comforts and the pleasures of evenings at home with his family. Pointing out the disadvantage of the long hours from a social and studious stand-point, Brother McNamee handled them without gloves. During the course of his remarks he would frequently drive home a point by pleasantly bantering the chairman (Brother Copsey being one of his editorial staff) about the coal shoveling, etc. He elicited tremendous applause from the Brothers present. In his own inimical way he showed the benefits of the General Chairman's Association as it exists in the Firemen today, and his arguments were forceful, his reasoning logical and his manner earnest, soulful and telling.

Brother W. B. Wilson, Secretary-Treasurer of the United Mine Workers, was also present and told the remarkable story of the life of the coal miner; he pointed out many benefits that had resulted from the various phases of unionism, and gave a most interesting and instructive address, which was enjoyed by all present.

Brothers Huntley, Turner and Newton gave some excellent advice as did Brother Fred L. Feick, of the Trainmen, who dwelt upon the honesty of purpose of the Grand Officers, and the needs of assistance from the rank and file to make a success of such projects.

Owing to the fact that he was compelled to leave the city, Brother L. B. Waltz was introduced out of his regular turn before dinner, and when we say that every word he uttered was a kernel of meat filled with advice, sound as it was deep, and logical as it was forceful, is no exaggeration—the earnestness of his manner impressed those present

who did not previously know him, that he was the personification of a laboring man, speaking to a gathering of wage-workers,—knew what he wanted to say and how and when to say it. Brother Waltz is a natural fountain of original ideas, and a progressive one at that.

It was getting along toward the late hours of the night before Brother Garretson was introduced, but what he said was more than enough; there was something in the ring of welcome he received that made up for the late hour, as every one present gave vent to a hearty round of applause to him who is guarding our interests and guiding the good old ship. The minutes began to expand into hours and it was midnight before we were able to conclude our labors. I wish I could set forth the talk that Brother Garretson made; but it was so replete with good advice; bristling with truisms to such a degree that it would be a hopeless task to endeavor to pick out the best shafts which he sent home to the minds of those who were present. As the Chairman said, he had "saved the cake for the last," and it was a feast of cake to listen to him; the result of the meeting was a banquet of logic and reasoning lasting for about seven hours, increasing in goodness as it progressed, and resulting in the meeting declaring unanimously for the formation of a General Chairmen's Association in the territory described in the official circular sent out by Brothers Garretson and Morrissey, in their call for the Buffalo meeting.

There are times in one's life that he wishes he possessed the supernatural powers and ability to bring about the beauties of Sir Thomas Moore's "Utopia", that land where everything would be radiantly beautiful and everybody would be correspondingly happy. And more especially is this true when one reads some of the letters and learns of the lack of appreciation of the obligation on the part of some member of the Order of Railway Conductors. However, magnanimity is a blessing which some people do not enjoy, more's the pity. When one considers what the precepts of our noble Order are, and reads of the doubts some express as to the advisability or desirability of granting the insignia of membership to those who are not in active service, it makes one wonder under what conditions did such men assume the obligation of their membership.

That Brother Elliott's ideas concerning the removal of the employment announcement from the back of the Division Card is a good one, is manifest by the fact that should some poor unfortunate Brother who is seeking favor approach some of those who express doubt as to the issuance of the card, it would bear no ear-mark of "being in service," and a casual glance which would indicate the fact that he was "not in actual service" would give no clue or suggestion that the Brother, although perhaps the better O. R. C. man of the two, is no longer in service and consequently to be shunned and no favors accorded. What a misfortune that some people should be afflicted with the mammoth bump of charity ordinarily found in that diminutive brown creature so renowned for his jumping proclivities.

Now then, what should be the qualifications for the issuance of a Division Card? First. Frequent

attendance at the Division meetings, because it is the indifferent members who drag down those who are endeavoring to take a lively interest in the workings of the Division and make a success of the workings of the Order possible. Second. A legitimate membership in the Order; and last but not least, the right of a conductor, under the lessons taught in the initiatory services of the organization to say nothing of the charitable admonition to extend the right hand of friendship, etc., etc.

Under the first heading, who do we generally find in the Division room amongst those who are on time for the opening and remain throughout the entire meeting? Usually some good whole-souled enthusiastic member of the Order, who is a member for the love of the organization; quite frequently such a member is not in railroad service, yet in reality he takes better care of the interests of those who are on the road than would be possible were he subjected to the long hours of duty which are customary in the transportation industry. Then, again, take up our CONDUCTOR and whose names do we see amongst those who think enough of the Order to try and arouse interest in its workings? I can tell you, amongst the names of those are the names of the very men who are out of railroad work, yet working hard and earnestly for the interests of the organization and guard zealously its progress, and who are more entitled to favors from those in actual service than they realize, or the very reason of their zealous efforts in advancing the interests of the grand old Order. Such remarks as contained in the January CONDUCTOR may not have been intended harshly, but to those who are earnestly seeking the uplifting of the Order of Railway Conductors and who are really deserving of favors at the hands of those "in active service," they are, to say the least, painful.

Indianapolis, Ind.

J. D. P.

Editor Railway Conductor:

I wish to present to the Order at large my views on a subject that has been discussed differentially in THE CONDUCTOR and lodge rooms in the past few years, each participant presenting his views as he saw them.

This subject of which I speak is of a Home for the indigent, superannuated members of our Order.

I ask you, one and all, to look back over the field of the past, also the present time, and after due deliberation if you do not in all candor believe that we have arrived at an age, strength, and prosperity that would warrant us in laying the foundation for a haven of rest for ourselves, and dependents when we no longer can follow our calling?

'Tis but natural that the young conductor, full of vigor and anticipation of a bright future before him should not grasp the situation in the full sense that the conductor of mature years would do. And yet, I am sure if he will give the subject due deliberation, he will arrive at the same conclusion—that of the necessity of preparing for the future.

The young man of today is but the old man of tomorrow. How little we realize this in the heyday of our youth and vigor. And yet as the years roll by and we meet with the successes and disappointments incident to our calling, these truths are impressed upon us in their fullest sense. What,

then, must be the final deductions of our deliberations? Is it not that we should prepare for the time when our lives shall have passed into the "sere and yellow leaf"?

Again. 'Tis true that many of our Brothers whose prosperity and frugality place them beyond the pale of want, and vouchsafe to them an assurance of ease and comfort in their declining years, and yet, if we are one of that number, should we ignore the obligation imposed upon us?

Reiterating my former declaration that this subject had its advocates for and against, I will enumerate some of the objections to establishing a Home, that have come to my notice.

First. That we have a Relief Fund for the relief of our Brothers who are in need.

Second. That there is now a Home at Highland Park for the relief of railroad men.

Third. That it would be impracticable and impossible to remove an indigent Brother from among home surroundings and friends to a distant locality.

Fourth. That the expense of maintaining a Home would be too great.

My arguments against these are: First. 'Tis true we have a Relief Fund, which is a relief indeed, as many a worthy Brother can attest, and I would not abolish it entirely. This I claim, however, is only "first aid" and if the same amount of money was expended through the channels of a Home, it would give greater relief per capita than in an individual way.

Second. 'Tis true there is a worthy institution at Highland Park devoted to railroad men, and too much cannot be said in its praise, but are we not strong enough now, with approximately forty thousand members, to warrant us in laying the foundation for a Home for ourselves? thereby relieving the Highland Park Home of the expense of caring for our needy, that the means necessary for so doing may be expended for the relief of some other less fortunate co-worker.

Third. This argument is answered by the second. Inasmuch as one of our Brothers, in order to avail himself of the benefits of the Highland Park Home, would have to leave home and friends behind and go to that institution, be it ever so far.

Fourth. The expense too great to maintain a Home. It is not claimed nor expected that we can maintain a haven of rest without expense, but I claim for it the minimum method, per capita, possible to attain desired results, and further, if the project is once established on economic lines, it will prove a success socially, and financially, and within a short time every Brother, young and old, will point to it with pride, and the same degree of independence that he does to his own individual domicile, and say: "That is my Home." I helped to build it, and when there is no other place for me, I can and will go there to enjoy the reward of my frugality and foresight and spend the balance of my days in peace and quietness, surrounded by loved ones, and Brothers of my calling, instead of being relegated to some back street in a city or hamlet, forgotten and unsung; or, possibly, what is more to be regretted, left to the cold charity of the world.

There have been many propositions advanced as

to where and how to establish an institution that would fully meet all the requirements expected of it. My own views on this subject are, that it would be advisable to purchase a body of cheap land in the salubrious climate of the middle west; land that is bound to advance in value rapidly when cultivation begins on it, land that is adapted to fruit growing, gardening, etc. Provide separate or collective homes for the Brothers and their dearest family, and give them a chance to do whatever they might see fit to do towards self support.

The money is in our treasury; why not invest it where it will yield a greater per cent. than now received and redound to the benefit of those who have helped accumulate it, to the greatest advantage?

However, this, with other matters, must of necessity be left in the hands of the Grand Division, which is in the eve of assembling, and I shall hope to see the champions of this worthy cause take hold of the matter with an earnest desire for its final consummation, and until the desired results are obtained, the grand objects and aims of our Order are incomplete.

W. H. HOLLIS.

Richmond, Va.

Editor Railway Conductor:

It has been some time since we have seen an article in our CONDUCTOR in regard to Division 68. Business with us on the Madison division is good, and all are working.

We congratulate Brother W. A. Hayes, also the officers of Madison division, for appointing so capable a man Assistant Trainmaster.

Madison, Wis.

MEMBER DIVISION 68.

Editor Railway Conductor:

Retribution follows nations, companies and individuals as sure as the sun shines in the east. The Gods and fate will camp upon their trail until death and never miss punishing the guilty although humanity lets their fellowman "down light" in the press and officially.

Japan has taken over the railroads and doing well for the government and we believe that if the railroad companies of this country permit such awful disasters to continue with car shortage, rebates and other illegal methods, it is but a matter of a short time when the companies will force our government to take over the railroads of this country.

Railway men are getting 40 per cent more pay now than when I learned in 1879, but the cost of living has increased also. Many trusts and companies have raised wages, but at the same time have raised the cost of nearly all commodities the laborer has to purchase. This also takes in all classes such as farmers, the back-bone of the world,—for the farmer feeds the world—who are our best citizens, as they are isolated from the maddening crowd, and temptations.

The non-producers also come in for their share of the cost of living, but like parasites, the lawyer, doctor, minister, merchant and many another cult, virtually lives off of the laborers and farmers.

We Americans live by electricity, eating, drinking working, etc., as if our lives were at stake. The result is premature decay of our physical

bodies and mentality, but we often think we would like to stay on earth a thousand years if we could have good health, wealth and happiness. We meet many people who have the same desires.

Science teaches us not to worry about our enemies; they won't help us because they can't. So we will get those we love and respect.

"Time makes all things even,

If we do but watch the hour,

There never yet was human power

That could evade if unforgiven

The patient search and vigil long,

Of him who treasures up a wrong."

Monticello, Ark.

J. W. MERRIAM.

Editor Railway Conductor:

In the March number of THE CONDUCTOR I notice a letter from Brother G. M. Sewell, of Huntington, Ind., regarding the old conductor, which has the true ring. His heart is all right and in the right place.

The old conductor who has been laid on the shelf by the railroads after a service of forty years, should have some consideration from the younger set who, should they live, may fall into the same pit. They will be old some day, and like myself barred from service on any road in the United States. They, like myself, will have the age limit sprung on them whenever they make an application even for a job of watching on any road. General Managers and Presidents who served a term of braking under you will refuse you this small position, claiming the age limit on you. I am now sixty-seven years old, have spent my best days on the railroad, have been a member of the Order since the organization of Bowling Green Division 133 of which I was a charter member, and was Chief Conductor, one year. I was a constant contributor to THE CONDUCTOR, having penned many articles for its pages, but of late I very seldom ask to be heard in its columns, nevertheless I am a constant reader of it, and love to read the letters of our Brothers, and I have selected the above mentioned letter as being to the point. I own my little home, my dear wife and I and a single daughter occupying it, and while I have never called on the Brothers for any assistance whatever, and hope I will not be compelled to do so, I think that the much talked of Home would not be suitable for an old Brother situated as I am. I would not leave my home and friends to go to some far distant land to while away the balance of my years on this terrestrial globe.

I hope the next Grand Division will take some action along this line of Brother Sewell's letter.

Nashville, Tenn.

AN OLD CONDUCTOR.

Editor Railway Conductor:

Much has been said of late in these columns in reference to looking to the future welfare of the old conductor. All who have expressed themselves have done so with the best intentions, all have the one object in view, to take care of the old man, the only difference between the advocates is the method to apply to obtain the best and most lasting results.

To my mind some propositions made are not feasible and will not stand the test of time. This matter must be thought out seriously and along lines that will not tend to injure the future standing of our Mutual Benefit Department. What I mean by this is that some writers advocate the payment of the face of the policy of insurance carried by a Brother after he has reached the age of 65 years. This is impracticable, as our insurance department, on the present rate of assessment, cannot stand it; if we take all the members who are 65 years of age and over and pay to them their insurance, it would only be a matter of a short time when the amount of our assessments would have to be increased and very materially so, and no doubt this increase would have a tendency to cause dissatisfaction amongst the members of the Mutual Benefit Department and possibly cause them to throw up their insurance and consequently lose their membership in the organization. This we cannot stand for; we must not adopt any policy that will have a tendency to reduce membership in our Order, but on the contrary, we should do everything in our power that is honorable and fair to induce increased membership. I firmly believe that it is only a question of time when our assessments will be made higher than they are at present on the plan that we are working, in order that we may be able to meet our obligations in this department, and any measure that we might adopt that will hasten an increased assessment would be very unwise and impolitic. So much for the plan for looking out for the old man.

The Home proposition advocated by some of our correspondents is well intended, but I do not believe it is the proper thing. There is no doubt amongst the 40,000 members in our organization a very small percentage who have no family ties, these could very properly be taken care of at the Highland Park Home, even if it were necessary to enlarge the Home, but the Brothers who have families and relatives would not for one moment think of going to an institution that would separate them from their families, for that is just what they would have to do. This country is a vast territory and a Home would have to be located in some particular part of it and our membership is spread all over the land, and if a Brother should decide to become an inmate of the Home he would have to separate himself from his family and friends, and when you do this you have started the old man on the downward path to meet the end that we must all meet sooner or later. Don't place him behind the four walls of an institution where it would be difficult if not impossible for his family or friends to visit him. He would feel his isolation and through his loneliness would worry and fret his life away.

I believe our best plan would be to increase our Relief Fund assessment from one to two dollars a year, if we can on the present rate of assessment; pay out from fifteen to thirty dollars per month to each individual beneficiary. We should, on a two dollar assessment be able to pay out from twenty to forty dollars to each individual and leave him at home with his family and amongst his friends, and where his Brother conductors could drop in on him occasionally, and so far as lay in their power, as-

sist in making the last declining years of his life as happy and as pleasant for him as possible. This, to my mind, is the most feasible plan for looking out for the old man. This plan, so far as it has been carried out has worked very satisfactorily and has done a great deal toward ameliorating the condition of our unfortunate Brothers who have sacrificed all of the best years of their life in the service of railroad corporations and in great many instances on small salaries which would not permit of laying away a little nest egg for a rainy day. Fortunately for the conductor of the present day with the higher rate of pay and the better working conditions, he can, if he will, make the effort, provide for the autumn or winter of his life and pass his last declining years in peace and comfort. I hope the next Grand Division will favorably consider the advisability of doubling the present Relief Fund Assessment. Let every delegate study up this question and I believe they will see the justice and the feasibility of taking care of the old conductors through the Relief Fund. JAY DEB.

Philadelphia, Pa.

Editor Railway Conductor:

I have been looking for a letter through THE CONDUCTOR from Division 205.

Division 205 is in a very prosperous condition. We had four candidates to put through Sunday, all four from the A. & N. C. Ry. We have applications of fifteen others but business is so very heavy it is hard for them to get time to get to the Division and ride the goat. We have a new railroad now under construction and when completed we expect to draw a good many from the Tide Water Ry.

Brothers, I have been reading a good bit through THE CONDUCTOR about the railway Home, and I want to say no Home for me. I would not leave my little family to go to the finest Home that could be built and I know of many more that would remain home and be better satisfied with what the wife could do with her efforts to provide for the little family and keep them all together rather than have her husband sent to the Home. Now, Brothers, assess every member so much and give to the disabled Brother a certain amount every month and let the poor Brother remain home with his little family, so his wife can care for him and his children can help to care him. How would you like to be taken from your family and go to the Home and not see them for months and possibly never see them again? I think we can care for our disabled Brothers with much less cost to the members, than by building a Home and only a part of the Brothers get the benefit of this Home. Brothers, this Home question has been up now for some time and I think it time to do away with the Home question and come to the relief of the Brothers now in need. Some of the Brothers will be dead and not need any relief before this question is settled. Give them relief now.

Now another question, and that is continue our present Grand Officers in office and make them life term officers. Brothers, this is not right. Give us a chance at any Grand Division meeting to better ourselves by electing from among our flock any we think best to serve us as Grand Officers. This is a privilege we have had since the Order

of Railway Conductors has been organized. Do not try to take this privilege from us. That would look too much like the old country ruling. Let us do as we have done.

Brother W. C. Coffield, G.Y.M., W. & S. Ry. Co., Buckley, Va., met with a very painful accident a few days ago. Both hips knocked out of place. one leg broken in two places. He is at Sara Lee Hospital, Norfolk. Brothers, go to see Brother C. Portsmouth, Va. P. B. LUKS.

Editor Railway Conductor:

In your last issue I noticed a letter by Brother Grist. As I am a back number and as it was my pleasure to know and to associate with this noble old knight of the punch my mind naturally wanders back far over a quarter of a century to the days when we were together. Brother Grist, you well remember our run from Springfield to Vanita, I. T., and later from Springfield to Wichita, Kan. We were there with the first card the Frisco ever put into effect into Wichita—May 27, 1880, and the Brothers of our noble Order read his letter over again and when I tell you the advice he gave me when I left him to go back on freight. (I was his T. B. M.) Think over it, it will do you all good. In substance his advice was "Railroad from the time you are called until you get in at the other end of your run. Do this and you will profit." It is now over 25 years since this grand old conductor advised me and I never had a fellow employe or a passenger seriously injured or a wreck that was attributed to me for 3 years and 4 months. Now I have been battling against odds; was injured by falling from a train, (of which I was conductor).

Accept my advice, do not make any change in Grand Officers. I speak with some knowledge of them. It was my lot to be chairman for B. R. T. 294, and assist in working for our 12 and 15 per cent. increase four years ago, after a stay in St. Louis, for two months and the education I received there.

I do not believe there is any man today who can fill the place of the present head of our Order.

There is lots of good, hard work to be done right now. I feel as an infant, you might say, in the Order. I am speaking as I do because of the fact that I have a personal knowledge of the working capacity of those of whom I speak.

God bless our noble Order. May He inspire our delegates with knowledge and inspiration to the extent that our convention in Memphis will make such laws as will do the most good to the greatest number, and that one and all will railroad from the time they are called to Order in the convention until the work is all done. Railroad like Uncle Ben did and our next convention will add greatly to the honor already attained.

Hot Springs, Ark.

T. J. REVEAL.

Editor Railway Conductor:

The impression seems to prevail to a greater or less extent that the St. Paul union meeting Oct. 14 and 15, '06, contemplated having the Brothers in the freight service out of the reckoning. I can scarcely believe that this conception originated in good faith; however, realizing that

much credence may be given such a rumor, thereby creating a feeling of hostility on the part of our Brothers in the freight service toward the passenger conductors, I deem it advisable to inform all Brothers that nothing was further from our intention. The paramount question according to our original plan was given prominence as calling for a solution before less complicated questions could be considered, while the impression referred to might possibly be inferred from the call, the point is made that nothing was excluded from consideration at this meeting and no exception was taken to a ruling to this effect. I beg leave to refer our Brothers who may be laboring under this misapprehension to the opening address, which was mailed to every Division of our Order, and delegate to union meeting, in pamphlet form, and also to resolutions adopted at said meeting. We have a number of those pamphlets on hand and any Brother desiring one for this purpose. I shall be only too glad to accommodate, as far as they will go, and will be pleased to send to his address. Brothers let us invoke the spirit of harmony to descend upon our delegates on the eve of our Grand Division, that every effort may be employed forever to obliterate the imaginary line between our Brothers in the freight and passenger service, that our whole organization may march as one solid phalanx upon the citadel of evil for the vindication of the principles of our Order. In their deliberations in the selection of Grand officers, may they be guided by the voice of wisdom, selecting only those who possess the qualifications enunciated by the motto of our Order—Fidelity, Justice and Charity in Perpetual Friendship. The Order of Railway Conductors should be conservative, progressive and the dominant organization of railway employes; with malice toward none and charity for all.

D. E. HASEY.

St. Paul, Minn.

Editor Railway Conductor:

I wish to say one word to Brother Elliott, of Denver, that, not as one of the founders of the Order of Railway Conductors, but as one of its builders or today boosters, we do not recognize any class in our ranks as far as the good and welfare of the Order and its individual units are concerned. I welcome you as a member entitled to all rights and benefits. A moral contract, that if you be a man among men, you will hold sacred and act in accordance therewith. If that internecine strife exists in Denver or Division 44, cut it out as detrimental to the interests of the Order. I think Brother W. S. McFarland will assist you in doing it. As to discussing the merits or opposite, of our individual members, aspirants for Grand Offices, I do not think THE CONDUCTOR should be used for it as much as the Division room. In THE CONDUCTOR and before the public always be loyal to, and speak well of our officers. Your criticisms, hold for your Division room and the Grand Division. Matters of principle and policy of Order, it may be well to discuss in our columns, but personal matters keep out of print. Messrs. Garretson and Morrissey, today, here in Chicago, are being given the test of the crucible, of the

hottest fire and temptation, and watch for results, then judge and hold your opinion of them for discussion in your Division room and let your delegate know what is the sentiment of your Division as to whether it is the right man or not. Don't throw bouquets or cabbage stumps through the columns of THE CONDUCTOR. The salary is \$6,000 per year, and whether they are of the same calibre as the salary or not, let your Division decide and act accordingly. This is as good as a referendum and will eliminate the political aspect. There is a policy among the roads at present which looks to us as being developed into graft, at the expense of the laboring people; that is this physical examination or doctor's certificate of one's fitness to be an employe of a railroad company. Twenty years ago I heard a trainmaster, named Timewell, advocate army regulations for employes of railroads. Discipline is the very foundation of the army, and its highest penalty, death. Discipline is one thing that makes success on a railroad, and its highest penalty dismissal. To the successful army man who becomes non-productive is retired on pension. To the successful railroad employe who becomes non-productive is dismissal excepting about 1 one per cent. That was my reply to him. How about its application at the present time? From what I can learn from employes of different roads in this, the largest railroad center, some of these M. D.'s are grafting about a good month's salary from rejections. A little lime light thrown on it ought to suffice to cast it aside. The people are getting tired of this graft. Senator Mock, of Indiana, got through a law making it bribery for any railroad employer to accept anything of value from any person having business with the company, and also make it bribery for any person to give anything of value for service rendered, or to be rendered as such agent or employer; penalty, a fine of twenty-five dollars to one hundred dollars. The bill was intended to protect shippers against freight conductors, whom they were frequently compelled to tip in order to get cars. The person who gives a sleeping car porter or a waiter on a dining car a tip will be guilty of bribery, under the new statute. Wow! Wow! Will the porters and waiters organize and demand living wages if this law is enforced? Grafters, you are getting it in the neck, you little grafter. Now as to some of the big grafters, and one big strong WHY. We are of the opinion that the railroads can well afford to pay the conductors and brakemen what they are asking. The following ideas I take from one of the fearless Wall Street financial journals: There was, on Wednesday, March 13, and Thursday, March 14, a strong panic that shook Wall Street, an artificial one, forced upon the country for the purpose of influencing the President to change his policy toward the railroads. Wednesday, Wall Street sold heavily on cablegram, "Great crash in Berlin". In London prices dropped on cable, "Big firms in New York distressed," neither cablegram true. A small fellow got six months in jail for such reports about Brooklyn Rapid Transit. Will the Stock Exchange go for the big fellow who sent out these cablegrams? It means there

is going on a war on the administration in Washington by corporations to force a decision whether the President and Law shall rule, or the corporations.

The conferences of the President with members of the Interstate Commerce Commission on the result of the investigation of the Harriman lines and the approaching meeting of the President with the Governor and Attorney General of Illinois have created the impression that a criminal prosecution of Harriman and his accomplices in the robbery of the Chicago & Alton is planned.

There is no doubt that the reorganization of the Alton have put over \$60,000,000 water into the railroad and \$24,000,000 into their pockets.

The cynicism of Mr. Harriman, who, when confronted with the question how a dividend could ever be paid to the holders of Alton common, answered: "Who has ever promised a dividend?" is without parallel in financial history.

The public conscience will not come to rest as long as barefaced crimes of high finance remain unpunished.

Does the President plan a move in that direction? And does he also plan to make Harriman answer the question whether he has or has not sold stocks of his own to his railroads, and at what prices?

Here is what the former president of the Illinois Central has to say:

"It has of late become very much the fashion to blame President Roosevelt for what has recently happened at the Stock Exchange.

"The fact that the investigation of railroad conditions was ordered by President Roosevelt had no more to do with the recent flurry in railroad stocks in Wall Street than you or I.

"I cannot and do not join with other railroad men in blaming him for the recent events. The fact is, he saw, as others had, that there was something wrong in the railroad situation and feeling it to be his duty, ordered an investigation. This investigation brought to light conditions and practices in 'high finance' which can only be characterized by extremely strong language, language that might be called vituperative.

"Many of those familiar with affairs in Wall Street had condemned those transactions insistently long before the President took a hand.

"I have no hesitancy in saying that no railroad fortune was ever made through advancing rates, oppressing shippers or withstanding the general tendency of rates to decrease.

"And what is more, every dishonest railroad fortune has been made by robbing the stockholders.

"Should you ask why those stockholders have not sued for restitution I would remind you of the cost and of the law's delays and of the fact that when restitution should be made it would be to the corporation, of which, in all human probability, those dishonest managers would even remain as the majority holders and as officers and directors, so that the funds restored would simply return to their custody and their tender mercies.

"Stock jobbery cannot be stopped by legislation, and the only way it can be stopped is by getting rid of dishonest officials. Laws will never

remedy the evil. What is needed is proper enforcement."

J. D. ROCKEFELLER'S IDEAS.

Quite a sensation has been created by remarks of J. D. Rockefeller, which he made in an interview with a representative of the New York American. A sensational paper or a "demagogue" could not better condemn "high finance" as the richest man in the world has done.

Mr. Rockefeller believes the railroads have reached a point where they cannot borrow any more money in this country to carry on their improvements, and he feels certain that the country is hastening toward the shoals of hard times because of unsound financial methods.

He further said:

"Regarding the stocks which seem so alluring to the public I have but a single observation to make.

"If a man goes into the street and finds a certain stock that is declining constantly, although it is paying a 6% dividend, it seems strange that he doesn't stop to consider that if the stock is such a good proposition, the men back of it, with plenty of money at their command, do not keep it in their control.

"Is it reasonable to suppose that if in a good, legitimate way the stock is actually earning 6% and will continue to do so it would be allowed to go out of the hands of the controlling interests?"

THE RAILROADS ARE OVER CAPITALIZED.

"The American railroads needed \$200,000,000 to carry on some of their improvements. They couldn't get it in this country and they had to let their notes go abroad at about 6%. That interest must be paid no matter what happens to the dividends the American public is expecting.

"I think that properties should be capitalized at only their legitimate value, and if that were done there would be such a feeling of security in them among the general public that we would find men with a little money holding highly profitable stocks instead of allowing it to remain at small interest in savings banks. Without public confidence in our corporations, of course that situation can only be a dream.

"In England the shareholders have something to say about how their corporations shall be run. Any man owning a few shares can always get a hearing. He simply has to notify the management that he desires to address it, and he can be sure that he will have an opportunity to say what is on his mind. Sad to relate, a man in the same relative position in this country wouldn't be considered.

"It is my idea that federal control would be a better thing for the roads."

The above extracts show the opinions of our great investors. Mr. Rockefeller advocates "Federal control." As to our position on the wage scale, each and every conductor is to a railroad company, a producer. Transportation is their one great thing for sale; to be marketed. Work of engines is what produces. We conductors have the duty to get the work out of the engines; that means money to the companies—for what? Renewals, betterments, fixed charges and then dividends to stockholders. Were it stock that

meant money invested, it would be well and good but watered stock is another thing. General Managers are paid to get these results, that is the capitalists' side. Now the workers side; we have our work to do and to do it we have our lives to live. We should ask and demand as we are doing through our organizations, a wage sufficient to live a life consistent with good American citizenship, and a surplus to retire on in old age as we are not going to get any such pension as the army man gets. After reading the status of money affairs from the N. Y. Wall Street and Bankers papers to the investing public, the prosperity of this country as it affects the railroads, is so great that we must have our share of it. Watered stocks and bunsen buggies, we do not seek like the baby wanting the moon, but a remuneration for our faithful service that will admit of our living as honest, honorable, American citizens. To our Generals it is up to you to make good.

Chicago, Ill.

Editor Railway Conductor:

So much has been said lately through the columns of THE CONDUCTOR about the expense incurred by our Order in having biennial meetings of the Grand Division, and the great saving to be made by making the meetings triennial, that it may not be amiss for us to look into the fact in regard to the expense, and the great (?) saving to our membership by adopting this triennial proposition. Since the law was passed at St. Paul in 1901, providing that delegates' expenses should be paid by the Grand Division, two meetings of that body have been held, one at Pittsburg, Pennsylvania, in 1903, and the expense of paying the delegates, etc., amounted to a little over \$30,000. At the meeting in Portland, Oregon, in 1905, the expense in round figures was \$50,000, and I assume the next meeting to be held in Memphis, Tenn., in May next may cost about \$40,000. This would show an average of \$40,000 for each meeting, and these three meetings spread over a period of six years. Had the triennial proposition been in force it would have cut out one of these meetings, and effected a saving of say \$40,000. Spreading this over a period of six years and dividing it among a membership of nearly 40,000, would mean an annual saving to each member of less than 20 cents. Of course \$40,000 is quite a tidy sum in the aggregate, but when it is subdivided among our membership and a period of six years it does not seem much of an item to each member. As to the idea lately advanced by our friend from Denver, and others, of having the territory cut up into districts and a district representation, limited to 100 or less, I would say that the writer outlined such a plan through the columns of THE CONDUCTOR in February, 1890—so the proposition can hardly be called original with these Brothers who have lately advocated it. This plan of mine was received with small favor at the Grand Division meeting at Rochester, New York, and I do not think it will ever be satisfactory to our members. To my mind, an amendment to the laws providing that a session of the Grand

Division should be held ~~only~~ when the majority of the Divisions of the Order should request it, would be far more satisfactory than triennial, quadrennial, sextennial of any other stated period, or of any plan that might be devised for district representation. We might need to hold a session of the Grand Division in less than a year, and it might be that one would not be deemed necessary for ten years. There would be a saving worth while. A called session to be held within thirty days from the receipt of the demand for the same from the majority of the Division at such place as might be deemed most convenient in the discretion of the Grand Chief Conductor. But I hope that the small annual saving of 20 cents per year to each member will never influence us in determining for a triennial period.

Just a word in regard to paying insurance claims to those who are afflicted with that dread disease, locomotor ataxia. Such claims should be paid. They have to be paid sooner or later anyway, and keeping his insurance from a member until he dies only results in getting his premium for a brief time,—not long enough to justify us in withholding payment. A claim has only to be paid once, and payment of such claims would redound more to the benefit of the Mutual Benefit Department than a meager amount collected from him while waiting for death to ensue, could ever benefit it.

The Order of Railway Conductors is for the benefit of its members, primarily, and if payment of such claims was provided for during the life of the stricken one to aid in making his last days less distressing, it would be more in keeping with the object for which we are bound together. Besides the Brotherhood of Railroad Trainmen pays such claims, and it makes me blush to think that we cannot do it. I suppose some will be afraid if there is such a provision in our law, that fraudulent claims would creep in, but I have ample faith in the managers, i. e., the President, Secretary, and Insurance Committee could be trusted to see that we were not defrauded. Just recall the case of Brother Pilling of which most of our members are familiar. How much good this money would have been to him and how it would have comforted his declining days had our laws permitted his insurance to have been paid to him. I cite this case because so many of us are acquainted with it, but there are other cases just as deserving and who would be equally benefited by the payment of their claims. I believe that in case a claim was paid as above the membership of the claimant in the Order should terminate with its payment.

C. D. BAKER.

Boston, Mass.

Editor Railway Conductor:

It may seem strange to some of the Brothers on roads on which the age limit is still in force, to hear of a conductor running a train, and a local one at that, over a single track 72 miles long, six days a week, who was 80 years old, but such was the case until the first of March '07, on the Norwich branch of the Shore Line Division N. Y., N. H. & H. R. R. On that date Albert

Roath, the oldest active passenger conductor in this section of the country was retired by the company on a pension, and Brother H. M. Harmon of Division 237 bid off the run vacated, thereby enabling him to be at home nights with his family, which he very much appreciates. We still have a number of old conductors on the New Haven road, a few of whom are over 70, and a number who are over 80, so you see that we have quite a little to be thankful for, when we read of Brothers who have lost their positions on account of their age, that our road appreciates the services rendered by their old conductors in the past, for while we have no iron-clad agreement with the company in regard to pensions several of the older conductors have been retired in the last few years and each one with a pension, so I've no doubt that these old vets who are over 60 now, feel much easier in their minds concerning their old age, than they would if they worked for a less appreciative corporation, I read Brother Sewell's letter with a great deal of interest, and think with him that if the type used in the fraternal columns were only a little larger, that the letters would be more generally read, and especially so with some of the older members, whose eyesight is not as good as it used to be.

The O. R. C. baby, Division 500, is getting along finely, I hear, and will soon be able to give mother 317 a pretty fine argument on most any old question, but as I have had to work every meeting day since the Division was instituted, and will until next month. I cannot make a first hand report. Brother R. M. Smith, chairman of the local committee for No. 500 is making his initial bow to the general committee of adjustment, they having been convened for the first time since 500 came into the world, and we are hoping that when he comes back, he will report a betterment in our working conditions. I am informed that Brother Jerry Wall of 317 has secured a car for the convenience of the delegates to the Grand Division at Memphis. There isn't a doubt but that Jerry is the star fisherman of this system, for when he goes fishing for anything he always comes back with something more tangible than a mere fish story. Good for you, Jerry. I don't think there's a Brother on the system who fails to appreciate your efforts.

A pension for the decrepit old members in preference to the Home, seems to be the verdict of the letter writers in THE CONDUCTOR, so put me down as "same on this side"

New London, Conn.

E. W. W.

Editor Railway Conductor:

I note in the February number of THE CONDUCTOR the Home for the aged and infirm conductors is still the topic for a great many letters.

Now is it not better to advise the young and middle-aged conductors to save for the "rainy day" than to build them up, with false hopes, that some other person will look after them when they grow old and have squandered all that they have made. I know that some of our old conductors are past redemption as far as saving is concerned: they have let the opportunity slip, for if their salary were one hundred and twenty dollars a

month, their expenses would be one hundred and twenty-five, but that made no difference to them, they have had a real good time, in the back parlor of the hotel playing poker, or in a room upstairs in a saloon bursting a "jack pot" or in—well, I will not say where. How those very Brothers, after they have squandered their money and their health ask to be taken care of in their old age. Misfortune has befallen some worthy Brothers through no fault of theirs; it may be a sick wife, or a sick family, or father or mother, to him let our help go forth, but to the spendthrift, I am not in favor of building a home for him; as he has sown, let him reap. When I took the obligation, it was to help the worthy Brother. I am in favor of helping the Home in Highland Park, as it is started and it appears to be doing nicely, as there is over sixteen thousand dollars in bank. But to build a Home, to take in all the conductors and their wives and children, the Order would have to buy the whole state of Delaware with a strip of Maryland for a croquet ground thrown in.

Those old conductors, are they not insured, and have they no children to look after them in their old age? God help that father who has raised a family and in his old age the son or daughter refuses him a comfortable home, if they do there is something wrong in the way they were raised, they were never taught the Ten Commandments, for the fourth Commandment says "Honor thy father and thy mother".

Now one Brother says: "Let's start in and manufacture uniforms for passenger conductors". That is nice, I say, let us start to manufacture plows and all agricultural implements, we would make a profit out of them also, as there are a great many plows, harrows, mowers and reapers used from Maine to California.

Now the latest improvement by a Brother, from the City of Mexico, is "to create a general Burial Fund in November of each year, sufficient to allow one hundred and fifty dollars in gold to pay the funeral expenses of every member who dies and if the family wants the funeral more elaborate than one hundred and fifty dollars will provide they will have to pay the extra cost." Now I suggest that a levy be made, say on the 17th of March each year, a sum that will be sufficient to give every conductor who contemplates wedlock, the sum of five hundred dollars in silver, to get married on, and two hundred dollars to begin housekeeping, but with the distinct understanding that if they get divorced the Brother is to pay back to the O. R. C. one thousand dollars lawful money of the United States. I want to help the new Brother and "New Woman" as well as the old Brother and old woman.

I have noted a communication from Brother Whitehead of El Paso, Texas, and I certainly concur with him that it is to the good of all the railroad orders, that we live in harmony together, and quit our fault-finding with one another. We all know the brakeman of today is to be the conductor of tomorrow. Conductors do not come like Topsy by speculation, they are made, so is the engineman, from the fireman. Now Brother Editor, I am like the young girl who did not want to tell her age, but will say this, that I was born four years after the Big Wind in Ireland, have

been with the B. & O. since 1858, hold certificate of membership in conductors brotherhood, Division No. 7, dated May 8th 1869 and in the O. R. C. Division 190 since April 27th, 1886. Am still in active service, and when I am retired I am sure of two jobs, one on a farm of my own, and the other, driving mules in a coal mine.

Grafton, W. Va.

H. DUFFY.

Editor Railway Conductor:

LAWS OMITTED BY IOWA AND NEBRASKA.

Being away from my home district from February 10, and having a bit of leisure time evenings to read my home paper which was mailed me daily in Chicago, I note among the different Bills to be passed to punish the railroads these omitted.

1. Letting the company run their own trains.
2. Compelling the railroads to stop their trains at all crossings and enquire if some one wanted to ride to the next crossing.
3. Compelling railroads to pave all wagon roads one hundred feet each side and erect small depots and when so desired to be used for polling booths for farmers.
4. To cut all railroad fares to one-half cent per mile.
5. To let all stock shippers ride first class passenger trains when accompanying stock and on returning to furnish first class sleeping cars free.
6. All employees to pay their fare while working.
7. That all coaches be turned over to the public for their children to play in when not in actual use.
8. That all railroad officials ride on top when going through stations.
9. That when farmers get 50c per bushel for corn that it be carried free to help the cause.
10. That all right of way be used for pasturing stock at liability of railroad company.
11. That all freight and passenger trains have free lunch counters as part of their equipment.
12. That there be no limit to the number of seats that one traveling may occupy, and will be carried free if so desired, and to be furnished linen dusters on dusty days and umbrellas on rainy days.
13. That the limit be taken from the amount of free baggage allowed each passenger.
14. That railroads carry free (in agricultural districts) all corn planters, cultivators and harrows on all first class passenger trains.
15. That all farmers be given hair cuts at company's expense.
16. That the railroads have no voice in fixing the value of stock killed in the right of way, and that no claim agent be employed.
17. Freight rates to be optional with the shipper.

Fremont, Neb.

P. H. MORRISON.

Editor Railway Conductor:

Stonewall Jackson Division 210, situated in the "magic city" of the south, Roanoke, Virginia, holds two regular meetings every month. The general attendance is good. Brother M. J. Jennell, chief conductor, is always on hand and is a model chief. Division 210 is proud of its officers, and every thing seems to work in harmony.

Brothers Chatham and Martin are again able to take their runs, and the boys are certainly glad to see them back on the road.

Brothers Blanneship and Newman are still on the sick list, but we hope to see them out soon.

Brother T. A. Gregg, our general chairman, is always around with his pockets full of grievances, and is always ready to take up the case of a worthy Brother. He, in connection with the general board of adjustment, have just presented the members on this system with a new schedule of pay etc. It is one of the best agreements with any railroad in the east. The Order of Railway Conductors is growing rapidly on the Norfolk & Western system and too much praise cannot be given Brother Gregg for the good work he has done for us. By his untiring energy and invincible spirit of progression, he has placed the Order on this system in the front rank of all organizations. He has the respect of the railway officials as well as the members of the Order.

By the time this is in print, no doubt, our biennial convention will be in session at Memphis, Tenn. We trust this will be the best convention ever held by the Order.

We certainly hope the Home question will be settled and that insurance clauses will be more amicably adjusted to help the older members. We certainly do think the old veterans of the cause should be taken care of. We certainly would love to see every old conductor, who has been a member of the insurance department for years and who is too old to run a train now, be paid in full his policy. It certainly would be an honor and a living monument to this organization to see the battle scarred veterans of the Order of Railway Conductors given some consideration at the Memphis Convention. Let us take care of the fathers of this organization, for we will all be old some day.

The Jamestown exposition at Norfolk, Va., opens next month and as the N. & W. is a direct route to this point, no doubt will do an immense passenger business this summer, any Brothers coming this way will receive a hearty welcome if they stop in Roanoke.

The Ladies' Auxiliary is, we learn through the "Lady of the house" growing nicely, and their "Billy" is kept right busy. We wouldn't mind being a member if we were eligible, but one woman keeps me on the jump, and we often wonder what a lodge room full of them would do for a man by himself. Success to their noble cause.

Roanoke, Va.

C. F. PETERS.

Editor Railway Conductor:

So "Cynic's" letter has attracted attention, and caused discussion, and some are even anxious to get an introduction to the writer. I am heartily glad that my feeble effort has been worthy of notice.

Why do they hesitate to take up their pen and write to the editor of THE CONDUCTOR, stating what the discussion is about. Far be it from me to wound the feelings of any member of our noble organization, and I feel sure, Brother editor, had there been anything objectionable in the letter, it never would have appeared in print where it did.

Brother Osborne's comments on the raising of the Relief Fund to \$4.00 per member per year, estimating a revenue from this fund of \$160,000 per year, this would not be too great when a sufficient amount is paid monthly to the Brothers in distress to keep their families and keep them in good standing. The providing for the widows and orphans is not what the Relief Fund was intended for, but by our keeping a disabled Brother in good standing we provide for the widow and orphan in the Mutual Benefit Department, and I think when this is done that our duty is performed to the family of a deceased Brother.

As regards the "old folks Home", I do not think it a desirable place for a Brother to end his days. As we see such places and their method of management, in many of the states and in the Dominion, they would not appeal to the average railroad man.

Why not take some of the Grand Division's money and purchase a section or two of land in the Canadian west and make Brother Andrew Little superintendent of the farm, and we could send our Brothers to this farm where they could gain strength and health, and with their savings purchase a homestead for themselves, or better still let the Grand Division dispose of the land on easy terms to our members.

In this country railway commissioners are inclined to blame the railway employe for the many accidents that are happening from day to day. While in reality the employe is protecting the company by concealing the true cause of four out of every five accidents. The time draws nigh when railway organizations in Canada will be compelled to have either the Deputy Grand Chief Conductor or the salaried chairman present at all investigations or accidents.

By all means let your delegate to the Grand Division be a conductor in active service, and make Cedar Rapids the permanent place of meeting for the future.

With your kind permission I will conceal my identity under my nom de plume.

Toronto, Can.

"CYNIC."



Report of Auditors.

Wilkinson, Reckitt, Williams & Co.

Certified Public Accountants.

Chicago, January 2d, 1907.

DUPLICATE.

To the Board of Trustees of the Home for Aged and Disabled Railroad Employees of America, Highland Park, Ill.:

Dear Sirs:—Following your instructions we have prepared the following statements covering the transactions of the Home for the year ended December 31, 1906, accepting as correct the figures and other information contained upon the books and other records kept at the Home:

STATEMENT NO. 1.

	O. R. C.	B. R. T.	B. L. F.	B. L. E.	Total
Average number of Inmates in Home at one time	1,403 4	1,638 4	2,610 7	3,679 10	9,330 25

STATEMENT NO. 2.

Total Expenditures during the year ended December 31, 1906, showing cost per Inmate: per day, per week, per month and per year:

Total Expenditures.	Cost Per Day	Cost Per Week	Cost Per Month	Cost Per Year
\$11,285.04	\$1.21	\$8.47	\$36.70	\$440.44

STATEMENT NO. 3.

Summary of Cash Receipts and Disbursements for the year ended December 31, 1906:	
Cash Balance, January 1, 1906.....	\$12,833.67
Receipts from Orders:	
Order of Railway Conductors.....	\$ 2,406.31
Brotherhood of R. R. Trainmen.....	3,226.36
Brotherhood of Locomotive Firemen.....	1,545.48
Brotherhood of Locomotive Engineers.....	3,436.29
From Miscellaneous sources not traceable to any particular Order....	\$ 1,778.08
From Brotherhood of Locomotive Engineers to cover deficiency at January 1, 1906.....	2,362.34
Total receipts.....	14,754.89
Disbursements for the year ended December 31, 1906.....	\$27,588.56
Balance cash on hand December 31, 1906.....	\$16,301.52
Represented by the Following:	
Highland Park State Bank.....	\$ 2,251.52
Society for Savings, Cleveland.....	9,000.00
State Bank of Williams, Iowa, (Certificate of Deposit).....	5,000.00
Cash on hand.....	50.00
	\$16,301.52

ASSETS.

Real Estate:—	
North Property, Lot 3.....	\$ 3,800.00
South Property, Lot No. 4.....	4,500.00
Old Home Property, Lot No. 6.....	5,000.00
Household Goods:—.....	\$13,300.00
Cash on hand December 31, 1906.....	3,069.50
Total Assets.....	\$32,671.02

LIABILITIES.

Mortgage on Old Home Property:—	
First Mortgage.....	\$ 2,000.00
Second Mortgage.....	1,500.00
Balance, Invested Account.....	29,171.02
	\$32,671.02

LEGAL

Legal Decisions of Interest to Railroad Men.

Prepared for The Railway Conductor by GOLIN P. CAMPBELL, Grand Rapids, Mich.

The Liability of a Carrier for Negligence in Caring for Passengers While Waiting for a Wreck to be Cleared.

The facts are substantially as follows: On February 3, 1905, at 5:30 in the morning, the plaintiff's wife purchased a ticket and took passage at Nacogdoches, Tex., on one of defendant's passenger trains destined for Dallas. The train proceeded on its way until it reached a point about 2 1-2 or 3 miles from Nacogdoches, where its further progress was obstructed by a wreck. The train was due at Dallas at 11:55 a. m. The weather was cold when plaintiff boarded the train that morning, and she took such wraps as she thought she would need. She had with her a baby in arms and a suit-case and box. When the train stopped at the wreck, it remained at or near that point until 5 o'clock that afternoon. About noon the plaintiff, having become hungry and impatient, asked the conductor to back the train to Nacogdoches, that point being in sight from where the train was. The conductor declined, on the ground that he had orders to hold the train where it was. During the day the train operatives arranged for dinner for the passengers at a farm house 200 or 300 yards from the train, but it was raining and sleeting, so plaintiff, being encumbered with her baby, did not go, nor did she request either the train operatives or any of the passengers to bring her food. She took no food with her on the journey, as the train was due at Dallas before noon. About 5 o'clock that evening the passengers were transferred from that train to one on the opposite side of the wreck, in order that they might continue their journey in the direction of Dallas. It was about dark, the weather had become very cold, and it was sleeting. In order to get to the Dallas train the passengers had to walk. The

ground was wet, and at some points the mud was over plaintiff's wife's shoes. As a consequence, she got her feet very wet. Two of the passengers aided her in making the transfer, one carrying her baby, the other her baggage. Instead of making the transfer she could have returned to Nacogdoches, as the train she left was backed to that point, and this she knew would be done. When she decided to make the transfer she did not know what means the defendant had provided for the transfer, and did not know that she would have to walk through mud and water deep enough to wet her feet. When she got into the other coach, she found, according to her testimony, that the fire had about died out and the coach was cold. She asked the conductor to have a fire made, but received no reply. Thereafter she asked the porter, and he told her the coal was out, but they would get some when they reached Jacksonville. When they passed that point she again reminded the porter, and was told that they had not had time to get the coal. She then spoke again to the conductor, and he told her the stove was "no good". She remained in the cold day coach until they had reached Dallas at 3 o'clock the next morning, and suffered much from cold, also from lack of food. She had to use her wraps to keep the child warm. The coach was old, and the cold wind came through the ill-fitting windows. There is testimony tending to show that as a consequence of her exposure in the cold coach and her wet feet she contracted a severe rheumatism in her muscles and joints, which has put her on crutches, and rendered her a permanent sufferer and cripple.

The lower court charged the jury that the defendant company is responsible for an injury such as here complained of if it is negligence or the negligence

of the agents or servants of the company was the primary, direct and proximate cause of the injury, although the complainant's wife may also have been negligent. An objection was urged to this charge that it assumed injuries to have been proven and that it permitted recovery notwithstanding the negligence of complainant's wife.

Concerning the fact that the coach in which the wife traveled was cold the Court withdrew from the jury questions concerning her contributory negligence notwithstanding the fact that other coaches used for smoking and the carriage of colored passengers were well warmed because the law forbade her to go to the negro coach and because ladies are not expected to occupy smoking cars. The Supreme Court considered that this disposition of these points was proper. Assignments were also taken to the parties of the charge relative to the failure of the defendant company to give its passengers and the complainant's wife in particular an opportunity to procure food. Upon this the court said: It seems to us that, without regard to the question of meals at regular eating stations, it is the duty of the company to use due care to furnish opportunity to purchase food where the passengers are delayed by a wreck, especially if due to the company's fault. As an illustration of the justness of this rule, take the plaintiff's case. His wife boarded defendant's train with a reasonable expectation of reaching her destination by noon according to defendant's own schedule. She was justified for this reason in failing to take food with her. When her train was delayed beyond the usual hour for meals, it was the duty of the company to exercise the degree of care generally due to passengers to give her a reasonable opportunity to procure food, taking into consideration her sex and her actual environments. Sick and aged persons and delicate women, if their condition be known are said to be entitled to greater consideration at the hands of the company than those able to care for themselves. 11 L. R. A. 367, note; 5 Ency. of Law, 538, note 564. It will not do to hold that a reasonable provision for men would answer for women in such a case, any more than to hold that a cripple, who had been placed on a train for a short journey, easily accomplished between meals,

could be ignored and allowed to suffer for food on account of a wreck and delay, on the ground that food was in reach of those of average physical condition. If the delay was the fault of the company, it was a breach of its duty to carry promptly. It therefore devolved on the company to see that no consequences of injury or discomfort should flow to its passengers which the company might reasonably prevent, and hunger was one of these. On the duty to carry promptly, see Ency. of Law, vol. 5, p. 585. On the other hand, a passenger cannot recover upon this ground if it appears that she could, by preferring a request either to the employees or fellow passengers, have procured such food as she needed. Nor do we think the company would be required to provide against the peculiar environment of the individual passenger at regular eating stations. If one crippled or infirm undertakes a journey which he knows will be of such length as to extend beyond the meal hours, he must provide himself with food, for he also knows that he cannot walk or safely get on and off a train unassisted. We are of opinion that at regular eating stations, when the train is on time, the company's duty is discharged when it exercises the proper care to furnish an opportunity to those of ordinary physical condition to procure food for themselves. The infirm must procure such food through others. It would not ordinarily be the duty of the company to convey it to them. Recurring directly to the case at hand, if the delay was the fault of the company, and the plaintiff's wife was not at fault in failing to procure food during the day at the point of delay, then the duty of the company remained undischarged. She was still hungry without her fault, and the occasion for her hunger could not have been foreseen by her. Therefore, if by reason of her environment and the inclement weather she was justified in remaining on the train when it stopped at Athens for food, the company was not released by the mere fact that the food was within reasonable reach of the average passenger. But here, also, arose a duty on her part to exercise care, and if by so doing she could have procured food, the company would not have been liable for her continued discomfort from that cause.

Texas, etc. R. R. Co. vs. Harrington. (Tex.) 98 S. W. Rep., p. 653.



FORUM OF STANDARD TRAIN RULES

Edited by George E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

A Criticism.

Rule 14k of the Standard Code is one that needs attention, in our opinion, as it only covers a part of the situation as it now stands.

If it is desirable at all that a whistle signal be used on double track in connection with signals carried for following section, such signal should be given to trains in the opposite direction, as well as to trains moving in the same direction, for these opposing trains may have to cross over to do work, when signal information becomes of great importance.

On single track Rule 14k is not uniform in operation as it provides an auxiliary signal for those who ought not to require it and leaves the weaker points that are directly affected by the signals displayed, open. For example; There are five men usually on a train to observe signals, while at junction points where the operator, or switchman is required to register trains, there is but one man, and to secure safety of operation it is fully as important that he observe these signals as it is that the train men see them. But the Standard Code provides no auxiliary signal for him.

Personally, I am opposed to Rule 14k on both single and double track for the following reasons:

First. It has a tendency to lead trainmen to depend upon the audible signal in preference to the visible signal as it requires less effort on the part of trainmen. That there is grave danger that this auxiliary signal will become the principal signal.

Second. It is purely a matter of memory in each case with the engineman giving the signal, while with the visible signal there is a permanent feature, and the men required to exercise diligence are those directly interested.

Third. It is annoying to passengers, especially at night.

Fourth. The rule should be arranged to cover every point or be dispensed with altogether. When we consider the great amount of whistling required to give the signal in each case and the liability of the engineman forgetting to give the signal, and the consequent danger of trainmen depending upon such signal, especially when their train is over on a track back behind other cars, it seems to me that the whistle signal should be eliminated altogether for signals displayed.

EDITOR FORUM—Please decide the following question in your next issue of THE CONDUCTOR and greatly oblige.

ORDER 23.

Eng. 615, south, will run extra Colon to Empire, and will meet Eng. 211 at Empire.

When Eng. 615 arrives at Empire, operator hands him order No. 34, which reads:

Eng. 615, south, will run extra Empire to Panama.

Eng. 211, north, has not arrived at Empire. Has Eng. 615 a right to go? Does order No. 34 supersede order 23?

CHAS. A. SHAW.

Las Cascadas, Canal Zone.

ANSWER—Order No. 34 does not supersede order No. 23, and the extra created by order No. 34 is not the same extra as the one created by order 23, although of a necessity both must bear the same number. If it was desired that extra 611 south meet extra 211 at Empire, order 34 should have so stated. However, Rule 106 must be observed in cases of this kind and the safe course taken—that is the conductor of extra

611 should call the dispatcher's attention to extra 211.

While there is no rule directly covering the point it is quite generally conceded that when an extra reaches their terminal they cease to exist as an extra and become simply so much equipment. This being the case it matters not whether they are there one minute or one week; all orders held by them should properly die with the train, and when another extra is created the orders given them should contain all necessary instructions for safe movement without having to depend upon orders that were issued to a train whose terminals are different. In considering cases of this kind it is well to remember that whenever an engine is run extra it is always as the same extra so far as number goes.

EDITOR FORUM—Please answer in your next issue of *THE CONDUCTOR* stating if there is a ruling made by the American Railway Association or a Standard rule to cover it.

Shall a regular train register on the page and date it is due to arrive and depart, or shall it register the actual date it arrives or departs? For instance, No. 8, a first-class train, due to leave A at 10:12 p. m., March 20, and does not leave until 12:30 a. m., March 21, shall the conductor register out on the date the train is due to leave, on March 20, or shall he register out when he actually leaves, on March 21? Los Angeles, Cal. C. H. D.

ANSWER—There is no ruling on this point. The best practice seems to be to register regular trains on the page corresponding with the date they are due. For example, in this case No. 8 should register on the page headed March 20th, as leaving at 12:30 a. m., March 21st. Train registers should have a column for date of each train, as well as showing the date at top of page.

EDITOR FORUM—Please give your opinion of following circumstances in next issue of *CONDUCTOR*.

ORDER NO. 28.

Eng. 1401 will run extra A to D, meet first No. 74 at B and has right over second No. 74 A to C.

B is a non-telegraph station. C is a telegraph station. Second No. 74 catches up to first No. 74 at C. Conductor on second 74 puts a flagman on first No. 74 and flags extra 1401 at B. Second No. 74 is displaying green signals. Has extra 1401 the right to proceed to C against third No. 28? There is nothing in standard rules that says one train can be flagged against another in this

manner, although it is very safe. Form C says the regular train must not go beyond the point last named till the extra train has arrived. When the extra train has arrived at the point last named the order is fulfilled. I am aware that third No. 74 would not know anything about the extra meeting second 74 at C. Would say it would be the duty of conductor on second 74 or dispatcher to protect third extra 74 against the extra at C, the same as if second No. 74 took down their signals at C. Moose Jaw, T. N. SIMPSON.

ANSWER—Second 74 has not the right to flag to B against extra 1401 and if they did flag to B and were carrying signals the extra would have no authority to leave B until third 74 arrived. An order reading: "Second 74 does not restrict third 74 except by the actual presence of Second 74 ahead of them." When a section is to be restricted by order the section must be specified in the order. Of course, second 74 could flag to B safely, but it is a violation of rules and should not be permitted.

EDITOR FORUM—Please reply to the following in your next issue:

Train No. 22 is a first-class passenger train. Reports for orders leaving terminal and is presented with the following:

ORDER NO. 545.

To all north bound trains:

Reduce speed to 6 miles per hour while passing where steam shovel is working on mile 205.

Conductor and engineer claim this is neither a movement or clearance order and demand a clearance order. Are they right in their contention?

Corbin, Ky. W. H. WORSHAM.

ANSWER—It depends on how the rule reads. If it provides only that a train must have orders, order No. 545 is sufficient, but if they require a movement order, then order 545 is hardly sufficient.

EDITOR FORUM—

Disabled Trains. (a) Whenever an engine attached to a passenger train has become disabled so that it cannot draw its train, and the cars taken forward by a following train, it will when detached, proceed only by special orders, and all rights and class which it previously had are annulled. The conductor of the disabled train must go forward with the cars and will register his own train at register stations, noting the fact of the two trains being coupled together. All trains met or passed, and all employees concerned, must also be advised. The train hauling the cars of the disabled

train will make all the stops of both trains.

No. 1, first class train, west, engine has minor break, has order to run 30 minutes late, A to H. Train No. 3, first-class train, west, overtakes No. 1 at A. No. 3 being due to leave A two hours later than No. 1. No 1 was about 1 hour late arriving at A. No. 3 arriving at A finds red out; gets clearance saying no order for No. 3. Red is out for No. 1. On account of total disability of engine, No. 1 not able to haul train. Cars were taken forward by No. 3. You understand that No. 1 was at A, engine detached from cars, and cars all ready for No. 3 to couple onto.

In connection with inclosed rule and after having clearance on red, what would No. 3 care about the run late order No. 1 had? If No. 1 had meets the thing is changed. No. 1 and No. 3 are running on single track. The conductor of No. 1 went along with his cars in this case.

Vorthumph, Man.

MIXED.

ANSWER—No. 3 would not be affected by the run late order issued to No. 1, neither would they be concerned with any meets No. 1 might have, as the rights of No. 3 are sufficient to protect this equipment of No. 1 when coupled in with them. Under the rule all trains met or passed must be notified that No. 3 is hauling No. 1's equipment.

EDITOR FORUM—

ORDER NO. 26.

To C. & E. Eng. 1647, at Chicago.

Eng. 1647 will run extra Chicago to Joliet and then work extra between Joliet and Bloomington. until main track is clear, with right over all trains except extra 1646 west without notice.

Signed J. K. M.

Condr. McGuire, extra 1647. Complete 4:45 a. m. Operator Moore.

No. 2 and No. 6, first class trains are due at Chicago at 4:50 a. m., east bound. Extra 1647 is west bound. The question is, has extra 1647 right over Nos. 2 and 6, Chicago to Joliet.

P. S.—Bloomington is west of Joliet.

ANSWER—The order is not standard and is not a proper order to use as it is so worded as to admit of two interpretations. It appears to give extra 1647 right over all trains Chicago to Joliet and also between Joliet and Bloomington, but all concerned might not make the same guess.

EDITOR FORUM—

A "19" order must not under any circumstances be used to move opposing trains, nor for a train the rights of class of which are thereby restricted.

Orders to regular trains via detour routes. (b) A regular train may, by special order, be run via other than its regular track or route, retaining its own number (and without display of signals as per General Rule 21), but having the rights and class of an extra train only.

This rule does not apply to trains of one division when being run over another division.

Your opinion, please. After reading the enclosed, would a "19" order be proper to use. Train running over one Division only. The rule makes it an extra train. Does a "19" order restrict in this case? MIXED.

Northampton, Mass.

ANSWER—An order for a regular train to use other than its own track or route, restricts its class and superiority, and therefore could not be issued in "19" form, under the rules as above.

EDITOR FORUM—The following is rather long but very important to some of us. Kindly give us your opinion.

Stations A, B, E, F, and H are telegraph offices, and C and D, are not. East bound trains have right. Two extras west, Eng. 20 and 30 receive running orders at H to A, and at F receive orders to meet extra east, Eng. 50, at D, blind siding. The two extras proceed to D and lay there five hours.

Later on Eng. 40 receives orders H. to A, and meets extra east, Eng. 50 at F. F is a junction point and register station for branch trains only. On arrival at F conductor receives message over signature of superintendent 3 a. m., reading, "Extra east, Eng. 50 has arrived at F." Then extra west, Eng. 40, proceeds at E. This same extra Eng. 40 receives orders to meet two extras east, Eng. 60 and 70 at D, and they proceed to D and there find two other extras headed west still waiting for extra east, Eng. 50. Conductors on the two first extras, Eng. 20 and 30, say to conductor of extra 40, What are you here for; the Extra east, Eng. 50? That conductor said No, I have a message that extra 50 has arrived at F, but I am here to meet two extras, Eng. 60 and 70. The conductors on extras 20 and 30 said, Well, the 60 and 70 have nothing on us, so we had better proceed until we meet them and run against the 50 extra on the message you have stating extra 50 had arrived at F. So they all start west. Three trains.

The dispatcher caught the extras east, Eng. 60 and 70 at B, and sent message to conductors of extras east, that extras 20 and 30 had meet at D with extra 50, but extra 50 had died at B and for extras 60 and 70 to meet extras

40 at D, also deliver the annulment of extra 50 to the two extras, 20 and 30, at D and to go to D on the rights of extra 50, but failed to say anything about the message he had sent to the crew on extra 40 that extra 50 had arrived, so crews on extras 60 and 70 pulled out. A head light some distance away, saved some trouble. Now on account of it being a custom of received message that certain Eng's. had arrived and trains proceeding on them, I think the crews on extras 20 and 30 had a right to proceed extra 40 on this message, as did also crews 60 and 70, also have a right to run on the rights of extra 50, knowing these trains were to meet at D, and also knowing Eng. 50 had broke down and carrying orders to extras 20 and 30 that meet with extra 50 was annulled, and that the dispatcher was fully to blame for issuing a message that Eng. 50 had arrived at F, when it really never did leave B.

Ogden, Utah.

C. R. A.

ANSWER—The dispatcher was at fault in giving the wrong information to extra 40 at F, but if the crews of extra 20 and 30 were sure extra 50 had not passed they certainly had no right to proceed on a message that they knew was not correct. Extra 40 should not have disregarded their meet at F, on a message nor at D. The whole affair was made possible by loose methods and that too, apparently without necessity.

EDITOR FORUM—Please find enclosed two orders we have been discussing and we would like a decision from THE CONDUCTOR.

East bound trains being superior and have right of track. East bound trains have even numbers.

ORDER NO. 1.

To C. & E. of No. 3 at A.

No. 3 has right of track against second No. 2 and No. 4 to C.

ORDER NO. 2.

To C. & E. of No. 3 at A.

No. 3 has right of track against first No. 2 and No. 4 to B.

ORDER NO. 3.

To C. and E. of No. 3 at B.

Order No. 2 is annulled.

The question discussed is does order No. 2 supersede order No. 1 against No. 4, and after order No. 2 was annulled to No. 3 at B. could No. 3 fall back on order No. 1 and go to C for No. 4?

Renovo, C. J. THORNTON.

ANSWER—The orders are not Standard and it is very difficult to tell just why these orders were issued. Order No. 2 does not supersede order No. 1 as it does not contain the words "instead of". When a superseding order is annulled it

does not restore the original order. In other words an order which has been superseded is dead and cannot be restored.

EDITOR FORUM—Please give your decision on the following orders. East bound trains have right of track and are superior to west bound trains.

ORDER NO. 1.

To C. & E. of extra east. Eng. 90, at A.

Extra east Engine 90 will take siding at B to meet extra west, Eng. 41.

Arriving at B extra east Eng. 90, receives order No. 2 reading:

Extra east Eng. 90 and extra west Eng. 41, will meet at C instead of at B.

Question is does order No. 2 supersede the first clause of order No. 1 and which of the trains has right to hold main track at C?

C. J. T.

ANSWER—The order is so worded that the first clause applies only at B. The extra moving in the inferior time-table direction should side track at C.

EDITOR FORUM—Inclosed please find two train orders. Kindly give in your next issue of THE CONDUCTOR an answer to them. What I want to know is which has the right to hold main line. Some claim that Order No. 85, supersedes order No. 80. East bound extras hold main line by practice. We work under standard rules.

Raton, N. Mexico. J. H. REED.

TRAIN ORDER NO 80.

Extra 903 West; Extra 901 west; Extra 909, west, at Bloom.

Eng. 904 will run extra Trinidad to Lajunta; meet extra 916 west at Kadrew; meet 2 extras, 902 and 914, west at Pass; meet 2 extras 903 and 901 west, at Simpson, and meet extra 909 west, at Delhi. Extra 909 east take siding at meeting points.

TRAIN ORDER NO. 85.

Extra 902 and 914 at Thatcher.

Extra 904 east, will meet 2 extras 902 and 914 west at Earl, instead of Pass.

ANSWER—Order 85 supersedes only that part of order No. 80 to which it refers, that is the meeting point. Order No. 80 directs extra 904 to side track at meeting points and this provision has not been superseded. In every meeting point there are two things to provide for, one of these is the place of meeting and the other to arrange for one train to take siding. Sometimes the rules cover both these points and sometimes only one, and at other times both movements are arranged by train order as in this case and either or both movements can be superseded but remain in effect until they are fulfilled, superseded or annulled.

OFFICIAL CHANGES

J. E. Ellis has been appointed trainmaster of the Southern Railway at Macon, Ga.

E. C. Wills has been appointed trainmaster of the Missouri Pacific at Coffeyville, Kan.

James De Corr has been appointed trainmaster of the Seaboard Air Line at Richmond, Va.

C. T. Wade has been appointed trainmaster of the San Antonio & Aransas Pass at Yoakum, Tex.

H. A. Hardy has been appointed trainmaster of the Detroit, Toledo & Ironton at Napoleon, O.

A. R. Shearer has been appointed assistant trainmaster of the Gulf, Colorado & Santa Fe at Galveston, Tex.

George Reith, superintendent of the Tidewater Railway, has removed his headquarters from Suffolk to Norfolk, Va.

H. A. Page has been appointed general manager of the Bennettsville & Cheraw, with office at Bennettsville, S. C.

E. Larkin has been appointed trainmaster of the Chicago, Cincinnati & Louisville at Chicago, effective on March 25th.

J. P. Roney has been appointed general manager of the Cincinnati, Lebanon & Northern, with headquarters at Cincinnati, O.

B. W. Browning, assistant trainmaster of the Norfolk & Western, has been appointed trainmaster in charge of terminals at Norfolk, Va.

S. J. Kearns, formerly trainmaster of the New York Central & Hudson River at Rochester, N. Y., is now located at Syracuse, N. Y., as trainmaster.

O. E. Maer, heretofore trainmaster of the St. Louis Southwestern at Illmo, Mo., has been appointed trainmaster of the Ft. Worth & Denver City at Wichita Falls, Tex.

A. G. Eggleston has been appointed trainmaster of the Kansas City Southern at Shreveport, La.

W. H. Clark has been appointed assistant trainmaster of the Missouri Pacific at Omaha, Neb.

C. F. Morgan has been appointed superintendent of the New Albany division of the Gulf & Chicago.

George E. Waring has been appointed superintendent of the Oklahoma Central, with headquarters at Byars, I. T.

J. L. Walsh has been appointed acting division superintendent of the Missouri, Kansas & Texas at Parsons, Kan.

J. D. Patterson has been appointed superintendent of the Mobile, Jackson & Kansas City, with office at Mobile, Ala.

S. E. Canady has been appointed trainmaster of the Utah division of the Oregon Short Line at Salt Lake City, Utah.

Official announcement is made of the appointment of W. M. Brittain as vice-president and general manager of the Tavares & Gulf, with headquarters at Clermont, Fla.

F. H. McGuigan, heretofore fourth vice-president of the Grand Trunk, has been elected vice-president of the Great Northern, with headquarters at St. Paul, Minn.

Albert W. Honyville has been appointed superintendent of the Hartford Division of the New York, New Haven & Hartford, with headquarters at Hartford, Conn.

Gerard Van Tassell, has been appointed superintendent of the Harlem division of the New York Central & Hudson River, with headquarters at White Plains, N. Y.

A. P. Cone, assistant superintendent of the Washington division of the Southern Railway, has been appointed superintendent of the Richmond division, with office at Richmond, Va.

R. Jones, assistant superintendent of the Victoria division of the Galveston, Harrisburg & San Antonio, has been appointed superintendent of that division, with office at Victoria, Tex.

D. W. Harvey, formerly assistant to the general manager of the Mexican Railway, has been appointed assistant general manager of the National Lines of Cuba, with headquarters at Havana, Cuba.

W. A. Whitney, superintendent of transportation of the Denver & Rio Grande and the Rio Grande Western, has been appointed superintendent of the Rio Grande Western, with office at Salt Lake City, Utah.

G. F. Hawks has resigned as general superintendent of the Houston & Texas Central, the Houston East & West Texas and the Houston & Shreveport, to accept a position with the El Paso & Southwestern at El Paso, Tex.

C. G. Fluhr has been appointed trainmaster of the first district of the Arizona division of the Atchison, Topeka & Santa Fe (Coast Lines), at Needles, Cal. W. Matthie has been appointed trainmaster of the second district at Barstow, Cal.

P. T. Litchfield, heretofore chief clerk to the superintendent of the Plymouth division of the New York, New Haven & Hartford, has been appointed assistant superintendent of that division, with headquarters at Boston, Mass.

P. E. Crowley, general superintendent of the New York Central & Hudson River, with headquarters at Syracuse, N. Y., has been appointed assistant general manager temporarily in the absence of J. P. Bradfield, who has gone abroad on account of ill health.

J. S. Reddoch, trainmaster of the Mexican Central at Monterey, Mex., has been appointed superintendent of the Tereon division, with headquarters at Gomez Palacio, Mex., succeeding R. I. Craig, who is transferred to Monterey, Mex., as trainmaster in place of Mr. Reddoch.

J. H. Hustis, heretofore superintendent of the Hudson and Putnam divisions of the New York Central & Hudson River has been appointed general superintendent of the Western district, with office at Syracuse, N. Y. F. T. Slack, assistant superintendent of the Hudson division, has been appointed to succeed Mr. Hustis as superintendent of the Hudson and Putnam divisions, with office at Grand Central station, New York, effective on March 14.

William J. Fripp, division superintendent of the West Shore, has been appointed general superintendent of the Boston & Albany, with headquarters at Boston, Mass.

R. B. Fowler, heretofore superintendent of the New York, Orleans Terminal Company, has been appointed general manager, succeeding C. C. Harvey, who retains the office of president.

Major George W. Goethals, who has been appointed to succeed John F. Stevens as chief engineer of the Panama canal, has been serving for several years as special canal assistant to the secretary of war.

J. W. Maxwell, assistant general manager of the Missouri, Kansas & Texas, has been appointed vice-president and general manager of the St. Louis Southwestern of Texas, with headquarters at Tyler, Tex.

T. F. Whittelsey, late general manager of the Mobile, Jackson & Kansas City, has been appointed general manager of the Sea-board Air line, with headquarters at Norfolk, Va., to succeed W. A. Garrett, who has been elected president.

Owing to the resignation of George T. Slade as general superintendent, the following appointment has been announced: H. A. Kennedy, heretofore assistant general superintendent of the Western district of the Great Northern, at Spokane, Wash., has been appointed assistant general manager, a new office, with headquarters at St. Paul, Minn.

The following changes have been announced on the Chicago, Rock Island & Pacific, effective on April 1: W. S. Tinsman, general superintendent of the southwestern district, has been appointed assistant general manager, with headquarters at Chicago. A. E. Sweet, assistant to the second vice-president, succeeds Mr. Tinsman as general superintendent of the southwestern district with headquarters at Topeka, Kan.

J. M. Shea, superintendent of the Birmingham division of the Seaboard Air Line, has been appointed superintendent of the second Division with headquarters at Raleigh, N. C., succeeding W. J. Jenks, who has been transferred to Jacksonville, Fla., as superintendent of the sixth division in place of E. L. Ryan, resigned. The headquarters of H. M. Waite, superintendent of the Birmingham-Atlanta division, are at Birmingham, Ala.

MENTIONS

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Brother C. T. Wade has been appointed trainmaster of S. A. & A. P. Ry.

Glad to note that Brother Ogden Pierce, Jr., of Division 119, has been appointed general yardmaster for the Nickle Plate at Chicago, Ill.

T. H. Kirk of Division No. 8, Rochester, N. Y., has been appointed general yardmaster of Mott Haven Yards, N. Y. C. R. R., New York City.

Glad to note that Brother J. D. Veralin, of Division 119, has been appointed general yardmaster for the Nickle Plate at Ft. Wayne, Ind.

Anyone knowing the whereabouts of Brother Frank J. Shepard of Division 70 kindly communicate it to the secretary of that Division, J. M. Leseney, 924 4th St., East Las Vegas, N. M.

To the delegates and members generally: When on your way to the Grand Division and passing through Kansas City, Mo., on your pilgrimage to Memphis in May, you will find Division 555's latch string always out, and we will be glad to meet you in bunches or in pairs—come and see us; Uncle Billy Welch will be watching for you.

In the Fraternal Department of this No. page 338, will be found a letter from Brother Hasey, of St. Paul Division, which explains itself. Some misapprehension on the import of the union meeting held in St. Paul last October, seems to have got out among the members and Brother Hasey's letter sets it all at rest. We trust the letter will be read by all.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Anyone knowing whereabouts of Brother C. N. Lockman, or Brother Frank Cox, of Division 85, kindly notify Brother W. A. Ensign, Box 22, Winslow, Ariz.

Anyone knowing the whereabouts of Brother Amos Turner of Division 174 will please communicate it to W. A. Stiles, Ridgefield Park, New Jersey, Bergen County.

We acknowledge invitation to Fourth Annual Ball of Prairie View Division 276 Goodland, Kansas, April 24, 1907. We would be delighted to attend.

Glad to note that Brother W. M. Mosier has been appointed trainmaster for the Northern Texas Traction Company. This is an Interurban electric line between Ft. Worth and Dallas and is 34 miles long.

Anyone knowing the whereabouts of C. P. Hansbro, kindly communicate same to his sister, Mrs Ella Thomas, Huntington, Tenn. R. Route No. 6. He was last heard from in Spokane, Wash. in December. Was running a train on the Great Northern. His wife is critically ill.

We have received from the Swedenborg Printing Bureau, a copy of Emanuel Swedenborg's great work entitled, "Heaven and Hell" of Swedenborg. Emerson said: A colossal soul, he lies vast abroad upon his times, uncomprehended by them, and requires a long local distance to be seen". Copies of the book in paper binding can be had for ten cents by addressing the Bureau, 16 Arlington Street, Boston, Mass.



George Kibb Turner.

Author of "The City of Chicago" in
April McClure's.

Mr. Turner will be remembered as the author of "Galveston: A business Corporation," published last October in McClure's. The article aroused widespread interest and caused discussion in civic organizations in many cities. Since then several cities in the Southwest and West have adopted the Galveston system of government.

New Divisions.

499—OUACHITA VALLEY, MONROE, LA.,
1st and 3rd Sundays at 2 P. M.
F. B. Johnson, Alexander, La. C
F. J. Bailey, Alexander, La. S
E. E. Young, Alexander, La. C
Organized March 17, 1907, by J. E. Archer.

502—WHEELER, ELKINS, W. VIRGINIA,
1st Sat. 8:30 P. M. and 3rd Sun. at 1 P. M.
A. H. Glenn. C
B. F. Knaggs, 208 Buffalo S. S
J. O. Summers. C
Organized March 17, by W. H. Budd,
with 26 charter members.

The April *St. Nicholas* will pay attention to West Point's birthday anniversary with an account of "Our Hundred-year-old Military Academy", by Irving H. Hancock, and a description of "How a Cadet Learns to Shoot," written by Lieutenant Henry J. Reilly, U. S. A., while a cadet at West Point. The latter sketch will have a number of illustrations from photographs which will please the boys.

Bewailing the Loss of Free Passes.

Mr. Grinstead of the Texas legislature offered the following resolutions which were unanimously adopted:

Whereas, A great calamity has fallen upon the members of the Legislature of the State of Texas, as well as upon all the public officials and private pass grabbers of said State, and

Whereas, The final passage of the Anti-Pass Law has fallen like a blight upon the aforesaid public official and private pass grabber, even as the early frost falleth upon the late crop of snap beans and other snaps, greatly to their detriment, and

Whereas, A local bard has writ:

Just a little bunch of passes,
Just the pasteboard and the ink,
Just the clamor of the masses,
Just the thought how values shrink.
Once the solon bore them bravely,
Once he loved those gaudy cards,
Once he pondered cardboard gravely,
Once he honored them as bards
Cherish some sweet soulful song,
Sung through blissful hours long.

Now he values them but lightly,
Now he spurns them from his side,
Now he takes no sleeper nightly
Now he gloats o'er no free ride,
Since the free pass law has carried,
Since the cold sweat, lank and damp,
Since the death no hand has tarried
Since they hear the tramp, tramp, tramp
Solons value not those toys,
Treasure not such fleeting joys.

Is it meet that we forget them?
Is it just that we should balk?
Is it fair that we regret them,
Just because we have to walk?
Let us gather them up gently,
Let us gather mignonette,
Let us wrap them round in velvet—
Tied with bands of violet.
Yes, we'll hold their memory true
For the good they used to do.

The general impression that Iceland is a cold country is a false one, says a writer in *The Travel Magazine*. In Reykjavik, the capital of the island, I one day perched myself on one of the lava walls, and looked at a scene of summer warmth and beauty. Familiar cows and cats and hens were busy in the sunshine; children, thinly clad, were playing about with shouts of merriment. Potatoes were in full blossom, and cabbage and various vegetables added to the sense of homelike comfort. But such days are oases in vast deserts of rain, for, if in Iceland, in summer, is not cold, it is not comfortable.

An American Decoration.

At the meeting of the Executive Committee of the American Institute of Social Service held recently at the Players Club as the guests of Mr. Richard Watson Gilder, announcement was made that the Scientific American, through a desire to co-operate with the work of the Institute in promoting an American Museum of Safety Devices, would give annually a Gold Medal to be awarded by the Institute for the best device for safeguarding life and limb.

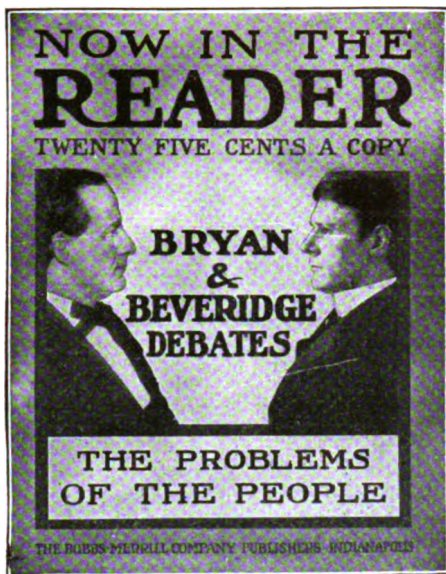
An advisory Committee of the editors of the great technical papers was organized to co-operate with the Institute in the work of protecting life and limb. As at present constituted, the Advisory Committee consists of fourteen representatives from the Scientific American, Iron Age, American Machinist, Railway and Locomotive Engineering, Automobile, Electrical World, Street Railway Journal, Dry Goods Economist, Electrical Age, Railway Gazette and Engineering and Mining Journal.

The exposition of Safety Devices which was held by the Institute in New York last month has been forwarded from the Exposition at Chicago where it was loaned for one week, to Boston for their Exposition during the second week in April.

Excavations In Ceylon.

In the heart of the jungle in the north of Ceylon, the remains of the wonderful city of Anuradhapura are being excavated by the British government. Mr. H. C. P. Bell of the Ceylon Civil Service, and the engineers who are working under his direction, have unearthed palaces and temples which were built fifteen hundred years and more ago. One of these temples has been estimated to contain enough material to build eight thousand one-story houses, each with a frontage of twenty feet. The April *Century*, by permission of the authorities, will publish an account of these official explorations, prepared by Dr. Rosalie Slaughter Morton, who has recently visited the ruins.

The first steel postal car ever built in this country left New York, May 20, 1905, over the Erie Railroad and has since been in service on that line. Its utility has been so successful that two more have been ordered and will be in service in a short time. This car was inspected on the date mentioned by Superintendent Bradley of the Railway Mail Service and was then put on its regular run between New York and Chicago.



We will send this cut free, for every man that earns a dollar; every man that spends a dollar.

The vital public questions about which every wide-awake man is now thinking will be threshed out in *THE READER MAGAZINE* by the two men—President Roosevelt excepted—who have to the greatest degree, the confidence of the rank and file of their parties.

These brilliant papers are of tremendous importance. They will continue for a full year and will discuss every important question now before the people, including The Trusts, Labor, The Tariff, Railroad Regulation, Imperialism, Swollen Fortunes. They are straightforward and complete. They indicate evils and offer remedies. Every reader will gain from them a clear understanding of the things he must help decide.

A REMARKABLE OFFER TO OUR READERS.

A special arrangement with the publishers enables us to offer you *THE READER MAGAZINE* for a full year and *THE RAILWAY CONDUCTOR*, both for half price—**THINK OF IT!**

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THE RAILWAY CONDUCTOR one year 1.00

Both.....\$2.00

Subscriptions may be sent to different addresses if you desire.

Send us your order at once and get the April *READER*.

The Youth's Companion in 1907.

The Youth's Companion announces among the attractions of its 52 issues in 1907 two hundred practical papers serviceable to young people who have their way to make in the world, helpful in their insistence on worthy ideals in every relation of life, useful in the home—particularly the regular series, "Till the Doctor Comes."

Two hundred and fifty capital stories—humorous stories, character stories, stories of life on the farm, in the great cities, on the sea, in the wilderness. Among them will be five serial stories by five Companion favorites: Hamlin Garland, Adeline Knapp, Ralph Barbour, Grace Richmond and Holman F. Day. There will be a series, also, based upon incidents in American history, illustrative of life and times in America from the first Colonial planting to the close of the Civil War.

One thousand short notes giving concisely, clearly and accurately the important news of the times in public affairs, and in the fields of science and industry.

Three hundred contributors giving assurance that every need and every taste among Companion readers will be satisfied. Governor Folk of Missouri, Edward Everett Hale, Margaret Deland, Col. T. W. Higginson, Commander Eva Booth of the Salvation Army, Gen. A. W. Greely and Ion Perdicaris are among them.

Two thousand one-minute stories, anecdotes, bits of humor—sketches which take not more than a minute to read. They are always new, always well told, and in great quest by preachers and after-dinner speakers.

Send for information.

THE YOUTH'S COMPANION,
144 Berkeley Street, Boston, Mass.

The Homesteaders of Des Moines, which has arisen in one short year to be one of the greatest fraternal insurance societies, has just issued its first anniversary souvenir edition of The Back Log, its official paper. It contains nearly one hundred and fifty illustrations. As a matter of courtesy to the many members of this society we are calling attention, through our columns, to this very excellent edition. New States are being opened up every day and the prospects look bright for The Homesteaders. This company has the unique distinction of having written more insurance in the first year of its existence than any other company.

Anyone not a member, wishing a copy of The Back Log should address A. H. Corey, Supreme Secretary, Des Moines, Iowa.

We have just received the 1907 Up-to-date Air Brake Catechism, by Robert H. Blackall, Assistant to General Manager of the Westinghouse Air Brake Co. Nearly 400 pages. Fully illustrated by folding plates and diagrams. Price \$2.00.

This is a complete study of the equipment manufactured by the Westinghouse Air Brake Company, including the Schedule ET Locomotive Brake Equipment; the K (Quick Service) Triple Valve for freight service; and the cross compound pump. The operation of all parts of the apparatus is explained in detail, and a practical way of finding their peculiarities and defects with a proper remedy is given. This book has been endorsed and used by air brake instructors and examiners on nearly every railroad in the United States. It is the standard and only complete work on the subject.

It contains nearly two thousand questions with their answers, giving a detailed description of all the old standard and improved equipment, and also all the necessary information to enable a railroad man to pass a thoroughly satisfactory examination on the subject of air brakes. It seems to us that every trainman in the U. S. would want to own one.

THE NORMAN W. HENLY PUB. CO.,
132 Nassau St., New York, U. S. A.

Correct English—How To Use It.

A MONTHLY MAGAZINE DEVOTED TO THE
USE OF ENGLISH.

JOSEPHINE TURCK BAKER,
Editor.

Partial Contents.

Course in Grammar.
How to Increase One's Vocabulary.
The Art of Conversation.
Shall and Will; Should and Would;
How to Use Them.
Pronunciation (Century Dictionary)
Correct English in the Home.
Correct English in the School.
What to Say and What Not to Say.
Course in Letter-Writing and Pronunciation.
Alphabetic list of Abbreviations.
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Compound Words; How to write Them.
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Agents Wanted

\$1.00 a Year Send 10c. for single copy.

CORRECT ENGLISH, Evanston, Ill.

Sales of the Century.

For the last three months every number of *The Century Magazine* has gone out of print within a few weeks of issue.

Here is a clubbing offer that ought to interest anybody and everybody—:
 Sunset Magazine..... \$1.50
 Railway Conductor..... 1.00
 Road of a Thousand Wonders... .75

\$3.25

Send in ONE FIFTY and you get these for a year.

Seeing the book, "The Road of a Thousand Wonders" is the next best thing to seeing the beautiful scenes of California and the Coast from Los Angeles to Portland, Oregon.

Killed and Injured.

The report of the railway commission of Texas for one year, ending June 30, 1906, and which has just been printed shows that 82 railway employees were killed and 2748 injured. Other persons, 240 killed and 3711 injured. Making a total of 322 killed and 6459 injured by the railways of Texas in ONE YEAR. And the report indicates that this is not ALL. The Journal would like to have some one give a good reason justifying this awful slaughter of humanity, and suggest the remedy—we pause until the "dead wagon" passes.—From the Texas Railway Journal.

The Iron Trail for April.

It is seventeen months since *The Iron Trail* first put in its appearance on our desk and has since been a regular visitor. This publication was conceived of by its editor, Ed. E. Sheasgreen, who is also president of The Iron Trail Publishing Co., and an old railroad man. This publication, with but little financial backing at the beginning, has grown to be one of importance in its line and its printing establishment is now one of the leaders in Minneapolis. Though an incorporated company from the start, its officers did not take up the matter of selling this stock until it was demonstrated that the magazine was a success. Being without any printing machinery of any kind, except a small 8x12 Gordon, the first great necessity was a plant large enough to handle the magazine and turn it out on time each month, and in between times do commercial work. Therefore in May, 1906, it was decided to sell \$5,000 worth of stock at par, \$1.00 per share, the proceeds of which sale was to be used in installing a large plant. In a month's time this amount and more had been subscribed.

By August, a large shop was opened at 247 Hennepin Ave., complete in every way with a Miehle 00, 48 x 56; a Brown folder; Sheridan cutter; a

stitcher; three jobbers and a first class up-to-date assortment of type installed. The business of this concern outside of the magazine, has increased to such extent that the shop and machinery is now inadequate to handle it all and get *The Iron Trail* out on time every month.

To overcome this the directors of the company have authorized the sale of \$10,000 worth more of the stock at par—\$1.00 per share—from the sale of which they will install another big Miehle press and other machinery and advertise the *Iron Trail* as it has never been advertised before. The stock that has been sold has been mostly placed among the railroad men of the Twin Cities. It is expected by the company, that the majority of the stock will be placed among railroad men and that many of these men will be men in service in various parts of the country.

The April issue of *The Iron Trail* contains unusual high class articles, stories and verse, and all in all is as fine a number of the magazine yet published. It is published at Minneapolis, Minn., and the publishers invite all railroad men visiting that city to call on them and inspect the plant.

At a recent visit to Chicago, Division No. 1, the Editor was much disappointed at not having the pleasure of a chat with Brother B. B. Ray. We regret exceedingly that he has had a very severe seige of sickness, and glad to know that he will soon be "with the boys" again. Chief Conductor Pinny, didn't let the business lag from start to finish, and Division No. 1 is fortunate in having such a hustler at the helm. Among the ex-chiefs present, whom we know, were Brothers Fitch and Rexinger. Brother R. was chief in 1884, we believe, and is still one of No. 1's stand-bys. Brother Warren told us he would be at Memphis and would be glad to see many of his many friends, and they are plentiful from ocean to ocean and from Panama to Baffin's Bay.

Monday when the Erie train from the east was so late, electrical engineer Thurston suggested that they run motor car 3105 to Rochester, to take down the passengers from this place, inasmuch as they were just trying out the car anyhow, and it was done, the car leaving here at about 11 o'clock. A good trip was made, and they reached the city in about half an hour. Conductor E. G. Sackett was on hand, and took the car through, being the first Erie conductor to run an electric car, with paying passengers.

The Newspaper Man.

SOME JOURNALISTIC RECIPES.

Poem read before the Louisiana Press Association, by Miss Ella Bentley, of *The Chief's* editorial staff.

To one large portion of benignant heart,
Add lots of brain and season well with thought;

Stir in some cleverness with just a bit
Of insolence whipped to a frothy wit.
Next, add a pint of very fresh remarks,
Some good, rich jokes and several spicy talks,

An ounce of wisdom and a pound of tact
Dissolve in one full quart of wholesome fact;

Mold a *la Man*. If young, then dust
with fun;

Turn over to some girl to be well done,
If otherwise, frost over with silver hair,
Serve daily in an editorial chair;
Garnish with pen and ink-pot, and the can

That's rushed. That makes a most
superior man.

THE NEWSPAPER WOMAN.

To one large portion of romantic heart
Add two soft eyes and season well with thought;

Whip to a foaming froth much lingerie,
Add charm, expression and diplomacy
In equal quantities, stir in a smile,
One good, broad mind, and lots of chic and style.

Next, flavor with progressiveness and
"go,"

But not too highly—just a dash or so;
Dissolve some fact and fancy in a quart
Of cleverness mixed well with guile and art.

Serve daintily with two enticing lips,
Upon a paper bright with merry quips;
And there you have a sweet, much liked
by men—

The woman up-to-date, behind the pen

THE NEWSPAPER.

To one sheet, large or small, add lots of
spice,

Stir in some truth—a little will suffice,
So use with care—too much is apt to pall;
Next, get the freshest news and whip it
all

Into the whole; mix well some politics
With plans and theories, then add several sticks

Of personals to flavor. In a quart
Of milk of human kindness, steep some
tart

Remarks of men; *ad libitum*, add "Ads,"
A pound of comment and a dash of fads,
Then serve with printer's ink and gar-
nish much

With catchy head-lines, clever scoops
and such,

And thus is made, according to this
rhyme,

The piece de resistance of a chef called
Time.

Lost Most When He Won.

A Philadelphian was praising for his learning and uprightness the late Judge M. Russell Thayer.

He quoted the moving passage from Judge Thayer's will:

"Owing to the fact that almost my entire life has been passed in the public service of the United States and of the State of Pennsylvania, I have but a small estate to leave to my dear children and wife."

"Judge Thayer," he continued, "was a very honorable man. First as a lawyer, afterward as a judge, he treated all with whom he had dealings with the greatest fairness. Once, years ago, after he had served me well in a difficult case, I remonstrated with him about the smallness of his fee.

"Well," he said, smiling and smelling the flower in his buttonhole, 'I, you know, am not that type of lawyer whose client once said, "I never was entirely ruined but twice. Once when I lost a lawsuit and once when I gained one."'

The following Division cards have been lost or stolen. If presented, please take up, and forward to this office.

CARD NO.	WRITTEN FOR	DIV. NO.
5455.....	J. P. Goode.....	7
9314.....	T. H. Gustin.....	30
15318.....	S. S. Lloyd.....	47
10406.....	J. A. Webb.....	47
14410.....	J. N. Wire.....	55
15682.....	W. C. Bledsoe.....	57
1648.....	E. J. Tucker.....	108
3264.....	W. H. French.....	115
17740.....	J. H. Prothero.....	121
18147.....	M. C. Mitchell.....	126
18148.....	Geo. Young.....	126
1914.....	Scott Wallace.....	159
5226.....	T. F. Bartlett.....	227
8687.....	R. T. Welch.....	297
9830.....	M. B. Reid.....	311
15146.....	F. S. Bremer.....	393
3459.....	D. E. McNair.....	393
12472.....	G. A. Cullinan.....	395
17890.....	D. D. Moore.....	402
2491.....	C. H. Richardson.....	412
2699.....	J. C. Harbaugh.....	432
3026.....	T. A. Gorman.....	432
10277.....	E. F. Hadley.....	452
8984.....	P. H. Saunders.....	458
9007.....	W. B. Conner.....	458
6025.....	F. R. Newman.....	460

Makes Examinations Easy

"Questions and Answers" By G. E. COLLINGWOOD, is a Catechism on the standard Code of Train Rules used by train masters in examinations. Contains correct answers backed up by rulings of the American Railway Association. You won't fear examinations after you get it. Fourth edition for 1906 just off the press. Postpaid \$1.00.

TRAIN DISPATCHERS' BULLETIN, Toledo, O.

OBITUARY

- AUCOIN—Brother E. C. Aucoin, Division 383, LaFayette, La.
 BENTLEY—Brother C. H. Bentley, Division 159, City of Mexico, Mexico.
 BROWN—Brother J. B. Brown, Division 334, Birmingham, Ala.
 CALLOW—Brother L. Callow, Division 498, Hillyard, Wash.
 CARSON—Brother R. M. Carson, Division 296, Rutland, Vt.
 CHENEY—Brother M. A. Cheney, Division 157, Boston, Mass.
 COLLARD—Brother J. D. Collard, Division 60, Sedalia, Mo.
 CONROY—Brother E. C. Conroy, Division 364, Oakland, Cal.
 FOX—Brother J. C. Fox, Division 251, Pine Bluff, Ark.
 GOOD—Brother Geo. G. Good, Division 114, Pittsburg, Pa.
 GRIFFIN—Brother S. Griffin, Division 159, City of Mexico, Mexico.
 HENNESSEY—Brother W. H. Hennessey, Division 471, Pittsburg, Pa.
 HITCHCOCK—Brother E. D. Hitchcock, Division 20, Collinwood, Ohio.
 HORNING—Brother Ed. Horning, Division 291, Hoboken, N. J.
 KERR—Brother T. J. Kerr, Division 289, Wellsville, Ohio.
 LACY—Brother John Lacy, Division 93, Fort Dodge, Iowa.
 MYERS—Brother G. G. Meyers, Division 115, San Francisco, Cal.
 MCCLARY—Brother A. E. McClary, Division 450, Alexandria, Va.
 NELSON—Brother E. R. Nelson, Division 103, Indianapolis, Ind.
 O'BRIEN—Brother J. O'Brien, Division 317, New Haven, Conn.
 RIHARD—Brother G. R. Rihard, Division 285, Spokane, Wash.
 SEAMONDS, Brother C. W. Seamonds, Division 76, San Antonio, Tex.
 SEELEY—Brother J. F. Seeley, Division 443, DuBois, Pa.
 SLUTTER—Brother J. A. Slutter, Division 244, Colorado Springs, Colo.
 TOWNE—Brother G. F. Towne, Division 157, Boston, Mass.
 WARREN—Brother A. M. Warren, Division 270, Youngstown, Ohio.
 WELCH—Brother D. Welch, Division 303, New Albany, Ind.
 WELSH—Brother W. J. Welsh, Division 47, Winnipeg, Man.
-
- BILLS—Wife of Brother C. F. Bills, Division 367, McComb City, Miss.
 BABCOCK—Father of Brother F. C. Babcock, Division 41, Blue Island, Ill.
 COUNCIL—Wife of Brother J. F. Council, Division 458, Lakeland, Fla.
 CANARY—Wife of Brother R. D. Canary, Division 26, Toledo, Ohio.
 DODGE—Wife of Brother C. B. Dodge, Division 40, St. Paul, Minn.
 HODGSON—Father of Brother J. A. Ody, Division 114, Pittsburg, Pa.
 HERRON—Daughter of Brother J. E. Herron, Division 447, Carnegie, Pa.
 HUTCHINGS—Father of Brother J. W. Hutchings, Division 46, Milwaukee, Wis.
 KEHOE—Mother of Brother J. J. Kehoe, Division 465, Salamanca, N. Y.
 MYERS—Father of Brother T. A. Myers, Division 323, Columbia, S. C.
 MCKENNON—Wife of Brother W. P. McKennon, Division 250, Bristol, Va.
 ORR—Father of Brother A. L. Orr, Division 164, Eagle Grove, Iowa.
 ORR—Brother of Brother A. L. Orr, Division 164, Eagle Grove, Iowa.
 RUSSELL—Son of Brother W. E. Russell, Division 303, New Albany, Ind.
 SMITH—Wife of Brother E. I. Smith, Division 304, Canton, Miss.
 SPAULDING—Son of Brother J. H. Spaulding, Division 54, New York, City.
 STALEY—Son of Brother A. W. Staley, Division 123, Macon, Ga.
 VOSS—Father of Brother John Voss, Division 127, Danville, Ill.

THE RAILWAY CONDUCTOR

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

General Information Relative to Mutual Benefit Department.

Assessment No. 469 for death of L. Callow, March 24, 1907.
See Article 27, Laws Governing Mutual Benefit Department.

BENEFITS FROM PAID FEBRUARY 1, TO FEBRUARY 28, 1907, INCLUSIVE.

BEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
4320	J. E. Holden	186	2912	C	\$3000	Death	Heart Failure
4321	J. R. Hanlon	289	10932	B	2000	Death	Meningitis
4322	W. H. House	309	2467	B	2000	Death	R. R. Accident
4323	C. J. Coffey	262	6877	A	1000	Death	Gunshot.
4324	J. A. Byrne	159	8577	A	1000	Death	Appendicitis
4325	Thos. M. Kelley	263	4349	B	2000	Death	Tuberculosis
4326	R. A. Smith	459	3705	A	1000	Death	R. R. Accident
4327	Jos. Lacarte	130	11730	A	1000	Death	Typhoid Fever.
4328	J. F. O'Brien	8	7581	B	2000	Death	R. R. Accident
4329	J. C. Kohli	299	4610	A	1000	Death	R. R. Accident.
4330	A. E. Smith	208	11371	A	1000	Death	Malarial Fever.
4331	Wm. Sapp	428	2358	C	3000	Death	R. R. Accident
4332	C. Krausse	43	1074	B	2000	Death	R. R. Accident
4333	O. P. Sims	111	4755	A	1000	Dis.	Loss of Leg.
4334	R. Kinney	174	7460	B	2000	Death	Acute Myelitis
4335	J. W. Varnon	180	3856	B	2000	Death	Cancer
4336	M. J. Murphy	372	6458	B	2000	Death	R. R. Accident
4337	J. C. Quigley	8	4193	B	2000	Death	General Paresis
4338	A. M. Brundage	171	5993	C	3000	Death	Stomach Trouble
4339	J. A. Storrs	371	5563	A	1000	Death	R. R. Accident
4340	C. M. Stein	153	5933	C	3000	Death	Accident
4341	Heber Lankford	118	3885	C	3000	Death	Apoplexy
4342	L. M. Nevins	2	144	B	2000	Death	Heart Disease
4343	W. H. Hathaway	102	7471	B	2000	Death	R. R. Accident
4344	James Cleary	136	2895	A	1000	Death	Accident
4345	G. E. Tucker	55	3420	B	2000	Death	Pneumonia
4346	R. B. Holliday	175	6685	C	3000	Death	Tuberculosis
4347	P. O'Brien	176	802	C	3000	Death	Diabetes
4348	J. W. Calder	134	4453	A	1000	Death	Tuberculosis
4349	Jno. Butler	...	5034	B	2000	Death	Diabetes
4350	Jos. Bedford	45	4396	C	3000	Death	R. R. Accident
4351	D. H. Dawson	235	5207	B	2000	Death	Empyria
4352	C. F. Judy	386	5254	C	3000	Dis.	Loss of Leg
4353	James McCoy	51	7124	A	1000	Death	Accident
4354	E. C. Kimball	40	4076	B	2000	Death	Pneumonia
4355	Thos. Simmons	474	9741	A	1000	Dis.	Loss of Leg
4356	W. H. Morris	175	6466	B	2000	Death	Consumption
4357	E. M. Johnston	274	7288	B	2000	Death	Heart Failure
4358	C. B. Wooten	323	2837	B	2000	Death	R. R. Accident
4359	W. H. Fox	172	8644	B	2000	Death	Heart Disease
4360	Dwight Downer	26	3463	B	2000	Death	Poisoning
4361	Geo. H. Busseno	171	2510	B	2000	Death	R. R. Accident
4362	Philip VanArsdale	307	3342	C	3000	Death	Heart Trouble

NUMBER OF MEMBERS ASSESSED.

Series A, 12,200; Series B, 14,933; Series C, 7,369; Series D, 397; Series E, 56. Amount of Assessment No. 469, \$66,041.

FINANCIAL STATEMENT.

Received on Mortuary Assessment to February 28, 1907.....	\$9,209,187.15
Received on Reserve Fund Assessment to February 28, 1907.....	439,123.97
Received on Expense Assessment to February 28, 1907.....	123,155.89
Received on Applications, etc., to February 28, 1907.....	131,997.89
	\$9,903,464.81
Total Amount of Benefits paid to February 28, 1907.....	\$8,984,567.06
Total Amount of Expenses paid to February 28, 1907.....	246,835.99
To the Credit of Mortuary Fund, February 28, 1907.....	224,620.16
To the Credit of Reserve Fund, February 28, 1907.....	439,123.97
To the Credit of Expense Fund, February 28, 1907.....	8,317.76
	\$9,903,464.81

EXPENSES PAID DURING FEBRUARY.

Fees returned, \$43.00; Sundry expense, \$20.01; Postage, 901.00; Stationery and Printing, \$91.25; Salary, \$760.00, Legal, \$150.00.

W. J. MAXWELL, Secretary.

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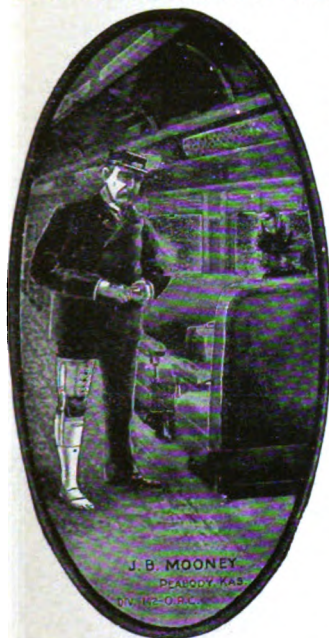
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DOUBLE SLIP SOCKET ·

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WITH
SPONGE RUBBER
MEXICAN FELT OR ENGLISH WILLOW
~ Foot ~

**WARRANTED
NOT TO CHAFE THE STUMP.**

Made from Measurements and Cast Without Coming to Factory.



Burnsville, Ala., Jan. 3, 1907.
Winkley Artificial Limb Co.:

GENTLEMEN:—The Double Slip Socket leg I purchased from you two years ago has given entire satisfaction. I am able to do almost anything I undertake to do. I never stop the street cars to get on or off. I walk all day and never feel the least bit more tired than I did when I had two legs.

My artificial leg has never chafed or galled my stump at all, not even in the hottest weather. I have never had a sore spot on it. Several people here are wearing legs made by you, and all of them speak in the highest praise of the Winkley Leg. I would advise all Brotherhood men in need of limbs to get a Winkley.

Yours truly,
B. A. HOGG,
Chief Conductor Division
185, O. R. C.



This cut shows leg for amputation six inches below the knee, with inside socket thrown out of its proper position in order to show its construction.

PEABODY, KANSAS, Jan. 5, 1907.

THE WINKLEY ARTIFICIAL LIMB CO.:

GENTLEMEN:—I have worn your Double Slip Socket leg for several years and it is all you claim for it, and I can heartily and conscientiously recommend it to all Brotherhood men needing legs. I will gladly answer all letters of inquiry concerning the subject.

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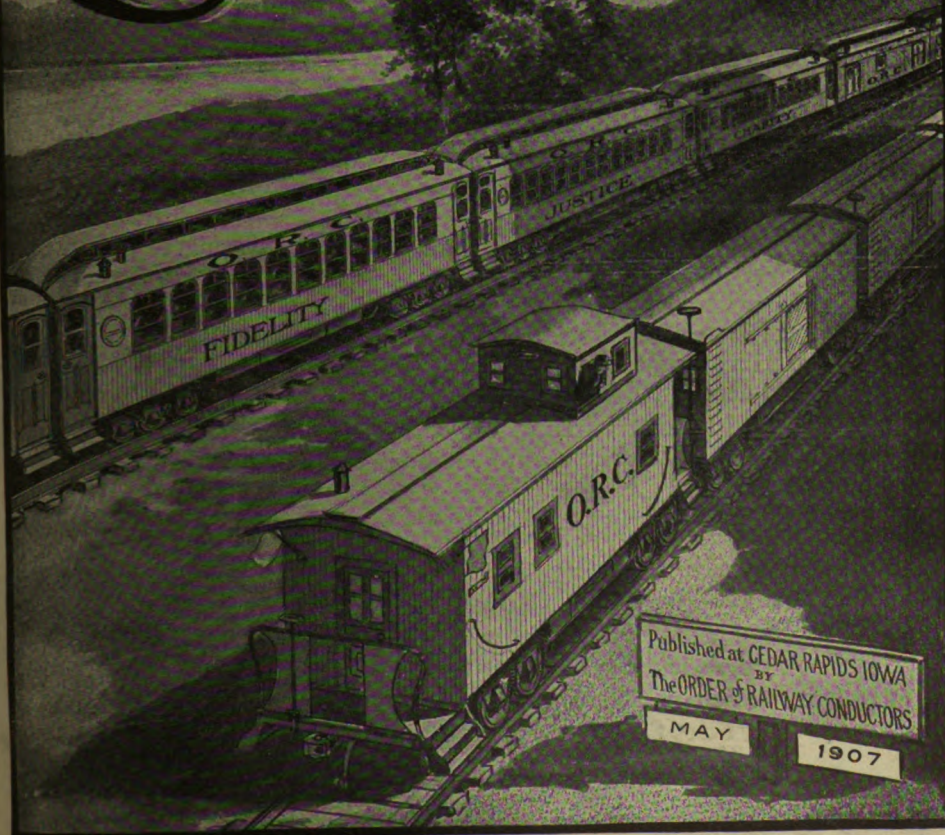
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The Railway Conductor



Published at CEDAR RAPIDS IOWA
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MAY

1907

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Like many other things, saving is largely a matter of habit.

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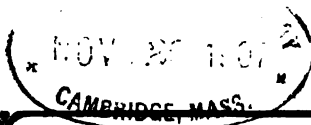
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No matter where you live, you can open an account with **The Hibernian Bank** through its perfected system of **"Banking by Mail."** Send for circular. One dollar opens a savings account. Interest is paid on all savings accounts.

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The RAILWAY CONDUCTOR

VOL. XXIV.

CEDAR RAPIDS, IOWA, MAY, 1907.

No. 5.

National Labor Federations in the United States.

BY WILLIAM H. KIRK, PH. D.,

Instructor in Political Economy in Brown University.

[From Johns Hopkins University Studies in Historical and Political Science.]

INDUSTRIAL UNIONS.

HISTORY.

Certain national unions, very similar to the industrial union, are in reality trade unions. The Typographical Union, for example, is still a trade union; although since the introduction of machinery the Union has found it necessary to admit the machinists employed in the printing office. The pressmen and similar workers in the industry have separate national trade unions. In other industrial fields, notably in the boot and shoe,⁽¹⁾ the garment, the cigar, and the textile industries,⁽²⁾ where minute subdivision of labor has made one operative entirely dependent upon the work of another, separate national organizations for the branches have disappeared.

In the following pages, attention will be directed to those industrial unions which seek to include under one national organization the auxiliary trades as well as the various branches of the principal trade in a single industry. As thus defined the most important industrial unions are the Brewery Workmen, the

Mine Workers, the Western Federation of Miners, and the Brotherhoods of Railway Employees.⁽³⁾

The National Union of Journeymen Brewers was organized in 1886, but the plan of organization proved unsatisfactory and a more comprehensive union was soon planned. On March 4, 1887, the American Federation of Labor granted a charter to the brewery workmen in the following terms:

The organization shall be known as the National Union of United Brewery Workmen of the United States, for the thorough organization of the trade and a more perfect federation of all trades and labor unions; and the union, being duly formed, is empowered and authorized to initiate into its membership any person or persons in accordance with its own laws and conduct the business affairs of said union in compliance with the best interests of the trade and labor movement in general. The autonomy of the union is hereby ordained and secured.

On May 21, 1887, the general executive board of the United Brewery Workmen notified the workmen in the different branches of the industry, namely, the brewers, beer drivers, maltsters,

(1) But the lasters, the cutters, and the sewers, organized as the Boot and Shoe Workers' Union do not form an industrial union in the strict sense, since these operatives are all following essentially one trade and do not include in their organization auxiliary trades. In other words, the unit is still the trade and not the industry.

(2) Proceedings, American Federation of Labor, 1888.

(3) The structure of American trade unions is undergoing such constant change that no hard and fast rule may be drawn between one form and another. In this study, however, those unions which have disregarded trade boundaries and have carried the principles of organization according to industries farthest are considered, while occasional reference is made to other important unions which seem to be approaching the industrial form.

beer bottlers, engineers, firemen, etc., to join the recently established union under the charter issued by the American Federation. Subsequently, at the first convention held in Detroit, September, 1887, to which delegates were sent from these different branches, the amalgamation of the several trades into one industrial union was practically completed by the formal acceptance of the maltsters, the brewery engineers, the brewery firemen and beer drivers as members of the national union.(4)

During 1887-88 the organization developed rapidly on account of the friendly attitude of employers. It often happened that the master brewer, fearing the effect of open hostility to organized labor, consented to have his plant unionized and even urged his employees to join the union. A little later, however, these new members, ignorant of the aims of organized labor and anxious to assert their independence, caused considerable trouble by making extravagant demands. To resist the encroachments of the union, the employers organized "The Master Brewer's Association" and a short time thereafter, in April, 1888, declared a general lockout of all members of the brewery unions in Philadelphia, New York, Newark, Brooklyn, Buffalo, Cincinnati, St. Louis, Chicago, and Milwaukee. At this time the United Brewery Workmen had reached a membership of about 12,500, but in consequence of the lockout, the number was reduced to 1,250.

The unions gradually recovered and made gains in membership year by year. In 1895 the American Federation of Labor made an attempt to drive those brewery workers who had formed national trade assembly No. 35, Knights of Labor, either from the organization or from the American Federation.(5)

At the Cincinnati convention of 1896 the Federation instructed all organizations affiliated with the American Federation to give the United Brewery Workmen at a national union all possible assistance in opposition to the Knights of Labor.(6) Thenceforth brewery workmen gradually withdrew from the Knights of Labor until at the present time practically no brewery workmen remain in that Order.

Aside from this rivalry between the national trade assembly of the Knights serious trouble had arisen from time to time with national trade unions claiming jurisdiction over some of the workmen admitted to membership by the Brewery Workmen. Thus, the International Union of Steam Engineers has claimed the brewery engineers; and the International Brotherhood of Stationary Firemen, the brewery firemen. The various grievances have been submitted to the annual conventions of the American Federation, but no satisfactory settlement has thus far been reached. In 1900 and again in 1901 the Federation of Labor declared that "the best interests of the movement will be conserved by vesting the jurisdiction over the employees of the brewery in the United Brewery Workmen's Union."(7) But in 1902 the executive council of the American Federation, apparently reversing the previous decisions of the convention, ordered the Brewery Workmen to revoke all charters issued to engineers' and firemen's unions since the convention of 1900. The American Federation is thus opposed to the present aims of the Brewery Workmen who are striving in every way possible to maintain jurisdiction over all the various branches of the industry.(8)

The first national organization of miners in the United States appears to

(4) Proceedings, United Brewery Workmen, 1887, p. 20.

(5) In March, 1894, the general executive board of the Knights of Labor granted permission to the brewery workmen to form a national trade assembly; see Journal of the Knights of Labor, March 8, 1894.

(6) The executive council in October, 1896, for example, agreed to indorse the label of the United Brewery Workmen on condition that no Knights of Labor assemblies of brewers be permitted to use the union label on their products; see proceedings, American Federation of Labor, 1896, p. 89.

(7) Proceedings, American Federation of Labor, 1900, pp. 186, 187; *ibid.*, 1901, pp. 245, 246.

(8) The membership of the Brewery Workmen has increased steadily. On April 1, 1899, the national secretary reported a membership of 12,450. In September, 1900, he reported the number of local unions to be 202, and the membership 19,900; in September, 1901, local unions 280, and membership 26,000; and in February, 1903, local unions 316 and a membership of 31,300; see proceedings, National Union of the United Brewery Workmen, 1900, p. 6; 1901, p. 45; 1903, p. 154.

have been the American Miners' Association formed in Illinois during 1861. At one time this Association had state and district organizations in several eastern states, but it suffered severely in the strikes of 1867 and 1868 and soon disbanded. From 1869 to 1874 the Miners' and Laborers' Benevolent Association of the anthracite coal region, and the Miners' National Association of the bituminous fields carried on the work of organization in their respective localities. From 1874, however, these associations rapidly declined, and little activity seems to have been displayed among the miners until the organizers of the Knights of Labor infused new life into the miner's unions. In May, 1883, an inter-state convention, including representatives from Ohio, Maryland and Pennsylvania, was held by the Amalgamated Association of Miners with the object of bringing under one government all miners and laborers in and about the mines of the country.(9) At a national convention held in Indianapolis, September 9, 1885, a new organization of miners was formed, the National Federation of Miners and Mine Laborers. This union later gained considerable influence throughout the coal fields and succeeded in establishing joint conferences and annual agreements regulating scales of wages with the coal operators.

The rivalry existing between the National Federation of Miners and Mine Laborers and the district assembly of Knights of Labor proved disastrous to both. A joint convention in 1888 formed the Miners' National Progressive Union, and in 1890 the United Mine Workers of America, composed of members from each organization, was established.(10) The early life of the new union was precarious, and for several years after the strike of 1894 the membership constantly dwindled. From 1897, however, when a general strike

gave new life to the movement, the numerical strength of the union was rapidly increased. The prestige of the union was materially increased by the strike of 1900 and in 1902 by the prolonged strike of the anthracite coal miners.(11)

In planning the Mine Workers' Union, its founders intended that its jurisdiction should extend over the whole coal industry and include unskilled as well as skilled workers, not only miners, but also mine engineers, machinists, teamsters, etc. It was planned to include both anthracite and bituminous miners in one union in order to control more effectively the production of these partially competing fields.

The wide scope of the national union thus formed has developed controversies between the United Mine Workers on the one hand and the Firemen and Blacksmiths on the other. The American Federation of Labor, with whom the different organizations are affiliated, has declared, through its executive board that the United Mine Workers, in the interest of greater harmony among the branches in the industry, shall have sole jurisdiction over the disputed trades, and has otherwise encouraged its efforts to extend the industrial union throughout the mining industry.(12)

The Western Federation of Miners, held its first convention on May 15, 1893, in Butte, Montana, with forty-two delegates present from fifteen unions. Officers were elected and a resolution protesting against the action of the Mine Operators' Association in the Coeur d'Alene struggle of 1892 and 1893 was adopted. In 1894, soon after the establishment of the union, the men employed in the Cripple Creek gold fields demanded a minimum wage of three dollars for an eight-hour day, and after four months the strike resulted in a victory for the union. Other strikes occurred in 1896 and 1897 at Leadville, in 1899 in the Coeur d'Alene mining dis-

(9) National Labor Tribune, 11th year, No. 20, p. 5.

(10) Ibid., 13th year, No. 38, p. 5; and 17th year, No. 51, p. 5.

(11) Mitchell, Organized Labor, p. 362, and Report of the Industrial Commission, Vol. XVII, pp. 184-185.

(12) Proceedings, American Federation of Labor, 1900, p. 192. The membership as reported at the annual conventions since 1897 has been as follows: For 1897, 9,731; 1898, 32,902; 1899, 61,887; 1900, 115,521; 1901, 198,024; 1902, 175,367; 1903, 247,240; see Proceedings, United Mine Workers, 1901, p. 61; 1902, p. 61; 1903, p. 61; 1904, p. 49.

trict, and in 1901 at Rossland and Fernie, British Columbia, and also in the San Juan district of Colorado.

The most important strike of the Western Federation of Miners, however, began in 1903 at Colorado City, where the mill and smeltermen's union quit work in order to compel better working conditions. As the sympathetic strike is a recognized part of policy of the Western Federation of Miners, the executive board decided on March 16th, "to notify all men working on properties supplying ore to the Standard Mill in Colorado City to discontinue work" and a little later the miners in the Cripple Creek region were called out. One of the chief causes underlying the bitter conflict which followed was the determined effort to establish the eight-hour day in the smelter works of Colorado.⁽¹³⁾ In 1899 the legislature had passed an eight-hour law which was declared unconstitutional by the Supreme Court of the state. To overcome this difficulty, an amendment to the state constitution was passed in November, 1902, by a majority of over 45,000 votes, but the General Assembly, after having thus received a direct command to establish the eight-hour law, adjourned without taking any action on the measure. It is claimed that much of the subsequent disorder, personal injury, and even bloodshed in the Cripple Creek region during 1903-04 are traceable to this failure on the part of the legislature to enact an eight-hour law.

Early in 1900 a relief department, maintained partly by the compulsory contributions of the employes, was established on the Pacific railway lines. This department was similar in many respects to those already established by the Pennsylvania and the Baltimore and Ohio railroads. The organized railway employes objected to certain features of the relief system and called meetings of their executive boards for the purpose of formulating an appeal to be sent to the general offices of the company. In April, 1900, fifty-five dele-

gates assembled at San Francisco, formed a committee with Mr. George Estes as chairman, and presented their claims to the officials of the road. The success of this joint committee in securing the abandonment of the plan for a relief department, coupled with the complete failure of a strike declared in December, 1900, by the Order of Railroad Telegraphers, led to a demand for an industrial union with a relief department as a leading feature.

The United Brotherhood of Railway Employes undertook to supply this need. In January, 1901, eight railroad men,—an engineer, a conductor, a fireman, a brakeman, a bridge carpenter, a section foreman, a machinist, and a trainmaster met at Roseburg, Oregon, and adopted a constitution for a projected union of all men engaged in the railway service. On January 27, 1901, at a general mass meeting of railroad men, Roseburg Division, No. 1, the first lodge of the United Brotherhood of Railway Employes, was organized.

Almost simultaneously two other organizations, the Employes' Amalgamated Association of San Francisco, and the United Brotherhood of Railway Employes at Winnipeg, Manitoba, sprang into existence. Each planned to bring all railroad men under a single government and to protect them by means of sick, accident, funeral, disability and death benefits. After periods of brief independent activity the San Francisco and Winnipeg unions joined the order instituted at Roseburg, under the general title of the United Brotherhood of Railway Employes. In 1902 the Order sought admission to the American Federation of Labor, but owing to the industrial character of the union, and the rivalry almost certain to result between it and the railway brotherhoods, the Federation refused to grant a charter.⁽¹⁴⁾ The United Brotherhood then joined the American Labor Union and became one of the three national organizations affiliated with that order. In March, 1905 the United Brotherhood,

⁽¹³⁾Report of the United States Commissioner of Labor, 1905, "Labor Disturbances in Colorado."

⁽¹⁴⁾Proceedings, American Federation of Labor, 1902, p. 57.

as yet comparatively small in membership, consisted of sixty-eight divisions located in Oregon, California, Nevada, Montana, Colorado, Texas, Minnesota, Louisiana, North Dakota, Kansas, Illinois, Pennsylvania, Manitoba, Arizona, Washington, Arkansas, Indiana and New Mexico.(15)

In certain respects the United Brotherhood of Railway Employees may be considered a successor to the American Railway Union of 1893-1897. Soon after the Supreme Council of the United Order of Railway Employees, a loose federation of railway unions, disbanded in June, 1892, Eugene V. Debs, of Terre Haute, undertook to organize the railway employees upon an entirely different basis.(16) All branches of the railway service were united under a single government. A manifesto describing the proposed organization declared: "There will be one supreme law of the Order, with provisions for all classes, one roof to shelter all, each separate and yet all united when unity of action is required. In this is seen the federation of all classes which is feasible, instead of the federation of organizations which has proved to be utterly impracticable." The American Railway Union had at first a board of directors consisting of nine members, together with representatives who supervised the general activity of the organization. To facilitate the work of the Order committees of three members each were selected with these titles: literature, mediation, insurance, employment and finance. All railway employees were eligible to membership except general yardmasters, supervisors of bridges or buildings, superintendents of telegraph, master mechanics, general or commercial agents and division superintendents of transportation, etc. Although the union grew rapidly, it had not become firmly established before a sympathetic strike was declared in support of the Pullman employees, in June, 1894, and this strike

led to the collapse of the union a short time thereafter.(17)

A conference of industrial unionists was held in Chicago, January 2, 3 and 4, 1905, for the purpose of advancing the industrial movement in the United States. The initial manifesto issued urged all workers who favored the industrial union as a form of organization to meet in convention in Chicago on June 27, 1905, and set forth the following principles: "Separation of craft from craft renders industrial and financial security impossible. Union men scab upon union men, hatred of worker for worker is engendered, and the workers are delivered helpless and disintegrated into the hands of the capitalists. Craft divisions foster political ignorance among the workers, thus dividing their class at the ballot box, as well as in the shop, mine and factory." To gain effectiveness, according to the manifesto, there must be "one great industrial union embracing all industries—providing for craft autonomy locally, industrial autonomy internationally, and working class unity generally," wherein final authority shall rest with the collective membership.

Among the signers of the manifesto were Eugene V. Debs, Daniel McDonald, president of the American Labor Union; Wm. E. Trautman, editor of the *Brauer Zeitung*; Clarence Smith, secretary-treasurer of the American Labor Union; Chas. H. Moyer and Wm. D. Haywood, president and secretary-treasurer, respectively, of the Western Federation of Miners; George Estes and Wm. L. Hall, President and secretary-treasurer, respectively, of the United Brotherhood of Railway Employees, and Chas. O. Sherman, general secretary of the United Metal Workers.(18)

STRUCTURE.

The primary unit in the structure of industrial unions is the local union. In some unions, the locals are organized

(15) The Voice of Labor, March, 1905, pp. 23, 24.

(16) See Wright, *op. cit.*, pp. 260, 261.

(17) Journal of the Knights of Labor, August, 24, 1893.

(18) The Voice of Labor, March, 1905, pp. 3-5.

along trade lines, in others the mixed local is the preferred form. The United Brotherhood of Railway Employees provides for separate locals of engineers, conductors, etc., while the United Mine Workers and the United Brewery Workmen favor mixed locals, or locals whose members represent all branches of the industry. Again, the Western Federation of Miners ordinarily urges members to join the local of their particular craft. In case there is no trade local nearby firemen, pumpmen and machinists become members of engineers' unions, and blacksmiths join miners' unions.(1) Though it is the accepted policy of industrial unions to maintain industrial unity as against trade autonomy, local unions organized by trades have power to legislate upon trade questions, as long as this independent activity does not conflict with the established laws of the national body.

Existing industrial unions, as compared with trade unions, attach comparatively slight importance to their annual or biennial conventions. The need for conventions is considerably lessened by the increased administrative and judicial power assigned to the general executive board and the more general use of the initiative and referendum. Thus the United Brewery Workmen, the United Brotherhood of Railway Employees and the Amalgamated Meat Cutters and Butcher Workmen(2) hold only biennial conventions. The General Division of the United Brotherhood of Railway Employees retains the right "to consider and recommend to the collective membership for

referendum vote any policy, plans or laws which it may deem advisable," but all legislative power is vested in the individual members.(3) Contrary to the general tendency herein noted, the annual convention of the International Longshoremen, Marine and Transport Workers' Association has "full and final jurisdiction over all locals" and is the "ultimate tribunal to which all matters of general importance . . . shall be referred for adjustment."(4)

The executive board in national industrial unions is made up of representatives of the various trades included in the union.(5) The Brewery Workmen have a board of thirteen members including four Brewers, four beer drivers, one maltster, two beer bottlers, one brewery engineer, and one brewery fireman. Six of these are nominated at the biennial convention and elected by popular vote. The remaining seven, who reside in the city where the union has its headquarters, are elected annually in a general or special convention.(6) The executive board of the Railway Employees is composed of the president, general secretary-treasurer, and one representative from each of the fifteen trades. All of the members of the board except the secretary-treasurer are elected by a referendum vote for a term of two years.(7)

Large discretionary powers are vested in the national executive board. This body practically represents the convention when the latter is not in session and directs to a large extent the affairs of the national organization. In questions of wide interest, however, the in-

(1) Constitution, Western Federation of Miners, 1903, Art. VI, sec. 1.

(2) The Amalgamated Meat Cutters and Butcher Workmen are approaching the form of an industrial union. The union admits to membership all persons who are employed in slaughtering and packing establishments, except superintendents, foremen, bookkeepers, office clerks, salesmen for wholesale houses, and timekeepers; see Constitution, 1901, Art. 1, sec. 1.

(3) Constitution, United Brotherhood Railway Employees, 1904, Art. IV, sec. 2; Art. I, sec. 1. Contrast this provision with the corresponding one in the constitution of 1902, which reads: "The General Division is the Congress or highest law-making and exclusive legislative power over all divisions which are now in existence, or which may hereafter be instituted, etc."; see Constitution, United Brotherhood of Railway Employees, 1902, Art. III, sec. 1.

(4) Constitution, International Longshoremen, Marine and Transport Workers' Association, 1904, Art. II and Art. III, sec. 1.

(5) The executive board of the United Mine Workers in addition to the national officers includes one member from each district. In the convention of 1903, President Mitchell repeated his objection to the present structure of the national executive board, and succeeded in having the constitution amended so that whenever a general strike is contemplated, each member of the executive board instead of having one vote shall have one vote and one additional vote for every 5,000 members in good standing or majority fraction thereof."

(6) Constitution, 1904, Art. V, secs. 1 and 2; Art. VII, sec. 10.

(7) The secretary-treasurer is elected by the General Division for a term of two years; see Constitution, Art. XII, sec. 1 and 2.

initiative and referendum is an important check to arbitrary action. Thus, in the Brewery Workmen a popular vote is taken on the demand of a local union supported by one-eighth of all local unions.(8) As considerable delay necessarily attends this referendum vote the immediate check to the executive board is comparatively slight. A more effective check perhaps is the direct responsibility of the board to the general convention, or, wherever the officials are elected by referendum vote, to the general membership.

The office of president in an industrial union is made peculiarly difficult by the presence of various trades in a single organization. It is difficult to select an executive officer with qualifications necessary for this service. In the present structure of the United Brewery Workmen no provision is made for an official head and the duties ordinarily assigned to a president are performed by the international board.(9) In the remaining industrial unions the more important powers of the national president may be considered briefly under the following heads: (a) appointing power, and power of suspension or removal, (b) general supervisory powers, (c) control over strikes.

(a) The national president of the United Mine Workers has power with the consent of the executive board to fill by appointment all vacancies occurring in the national offices and also to suspend any national officer for insubordination or for other just cause. He has the right to appoint organizers who are usually selected from members of the national executive board whenever their services are required.(10) As may readily be inferred, this power to remove national officials, combined with the right to appoint as organizers members of the executive board, materially strengthens the president in his administration

of affairs. Similarly, the president of the Western Federation of Miners, with the approval of the executive board, may fill the vacancies in the national offices and appoint such organizers as the condition of the union may warrant.(11)

(b) Besides the power of appointment and removal, the presidents of industrial unions exercise general supervision over the different departments. Thus, in the International Longshoremen, Marine and Transport Wreckers' Association he superintends the general activity of the locals and enforces all laws of the national convention.(12) The president ordinarily has the right to visit any local union and inspect its proceedings either in person or by deputy for the express purpose of finding out whether the laws of the organization are obeyed.(13) The Western Federation of Miners, for example, requires the national president to visit each district once a year, and also as many local unions as possible primarily to see whether each union is bearing a proper share of the tax burden.(14)

(c) Occasion for prompt and decisive action arises in time of threatened or actual strike. Industrial unions usually provide for such an emergency by vesting the necessary power to act in the hands of one man or a small body of men. The United Brewery Workmen and the Western Federation place the executive Board in charge of affairs. The United Mine Workers and the United Brotherhood of Railway Employees, on the other hand practically give supreme authority in strikes to their national presidents. Before a district decides any question which directly or indirectly affects the interests of mine workers in other districts, the president and secretary of that district must send a written statement to the national president, "setting forth the grievances complained of, the

(8) Constitution, United Brewery Workmen, 1904, Art. XIV, sec. b.

(9) Another important consideration in this case is the prevalence of socialistic ideas among the brewery workers. In theory the national secretaries and the editor of the Brauer Zeitung are all on an equality.

(10) Constitution, United Mine Workers, 1903, Art. II, sec. 2.

(11) Constitution, Western Federation of Miners, 1903, Art. III, sec. 3.

(12) Constitution, 1904, Art. IV, sec. 3.

(13) See, for example, Constitution, Amalgamated Meat Cutters and Butcher Workmen, 1903, Art. III sec. 2.

(14) Constitution, Western Federation of Miners, 1903, Art. III, sec. 3.

action contemplated by the district, together with the reasons therefore and the national president shall, within five days after the receipt of such statement, either approve or disapprove of the action contemplated by the aggrieved district."

If the national president favors the plan proposed, the district is then free to act without further delay. If he refuses to sanction the strike and the district is unwilling to accept his decision, an appeal may be taken to the national executive board. In any event, until the national president has given his approval or the national executive board has sustained an appeal, no district may enter upon a strike unless it has been ordered by a national convention.(15) The president of the United Brotherhood of Railway Employees likewise approves and conducts strikes favored by a two-thirds vote of all members affected, but no strike is legal unless it receives the approval of the national president. (16)

The other elective officials of industrial unions are the vice-presidents, the secretary-treasurer, and in the United Brewery Workmen, a corresponding secretary and a financial recording secretary. The vice-presidents assist the president in the discharge of his duties and sometimes act as general organizers for the union. The secretary-treasurer keeps a report of the convention proceedings, submits a complete statement of the receipts and disbursements to the convention, and attends to all correspondence of the central office. He is usually required to give bond for the faithful discharge of his duties, ranging from \$2,500 in the United Brotherhood of Railway Employees to \$30,000 in the Western Federation of Miners.

In most industrial unions the executive and judicial acts of the president are subject to the approval of the general executive board which thus stands as a permanent check to any abuse of

power. Where the constitution fails to make a definite provision of this kind other effective checks are provided. For instance, the constitution of the United Brotherhood of Railway Employees provides that the general executive board "has power to enforce its decisions by dismissing officers, except in the case of the president, who may be suspended by the board for cause, subject to appeal to the General Division or collective membership." Again, if five or more divisions at any time recommend the dismissal of the president or general secretary, a referendum vote on the proposition must be taken within two months.(17) Similarly, the constitution of the United Brewery Workmen provides that in case any of the international officers "fail to perform their duties or become guilty of dishonest transactions, they can at any time be suspended or removed from office by the international executive board, but they shall have the right of appeal to the next convention or may demand a popular vote on the subject."(18)

Where less stress is placed on the annual or biennial convention, the officers are elected by the membership. The United Mine Workers, for example, prior to 1902 elected their officers at the annual convention, and the delegates came prepared to vote for candidates who had been nominated in advance by the constituent unions.(19) In that year the system of electing national officers by popular vote was introduced and has since been used. Secretaries of local unions forward to the national office not later than eleven weeks before the convention the names of persons nominated by the locals. If a member has been nominated by five or more local unions he is notified within ten days after the nominations are closed. The names of the successful candidates are then sent to the locals not later than seven weeks and are voted upon not

(15) Constitution, United Mine Workers, 1905, Art. X, sec. 2.

(16) Constitution, United Brotherhood Railway Employees, 1904, Art. III, sec. 4.

(17) Constitution, 1904, Art. II, sec. 14, and Art. I, sec. 2.

(18) Constitution, United Brewery Workmen, 1904, Art. V, sec. 16. Any local of the Longshoremen's Union may prefer charges against an elective officer of the association for violation of the constitution or laws. The executive council is empowered to try all such cases; see Constitution, 1904, Art. IX.

(19) Constitution, United Mine Workers, 1899, Art. VI, sec. 1.

later than twenty days before the annual convention assemblies. The returns are forwarded at once to the national secretary-treasurer, canvassed by the national auditors, and reported to the convention. The candidates who have received a majority of the popular vote are declared elected, and in case any one lacks the necessary majority, an election is held by the convention in which the votes cast by each delegate are in proportion to the membership of the local unions represented.

A slightly different plan adopted by the United Brewery Workmen provides that the candidates receiving the highest number of votes, or a plurality thereof,

shall be declared elected and whenever two candidates are tied for an office another popular vote shall be taken.(20) The experience of industrial unions with the referendum, however, is unsatisfactory in that unless a question of special interest is presented to the members, a considerable part of the members do not vote. Thus, important offices may be filled or laws enacted by the votes of a comparatively limited portion of the membership. To make the referendum vote more representative the United Brewery Workmen impose a fine of \$1.00 on every member who neglects to participate in the election of officers.(21)

(20)Ibid., 1904, Art. VII, sec. 3. The Western Federation of Miners, the Longshoremens, the Amalgamated Meat Cutters and Butcher Workmen have not yet adopted the system of election by popular vote.
(21)Constitution, United Brewery Workmen, 1904, Art. VII, sec. 5.

Austrian Railway Statistics.

CARL BERGER, LIESING, VIENNA.

The following railway statistics are included in the report of the Austrian "Handelsministerium" (Department of Trade). The figures may be of some interest to readers of THE CONDUCTOR.

The report shows that in December, 1905, the total length of railways in Austria was 20,993 kilometers, (0.621 of a mile), or 381 kilometers, (1.85 per cent.) more than at the end of the previous year. The reported number of persons on pay rolls of the railways was 107,870 (2.98 per cent more than 1904), and 111,730 day-laborers. The total amount of wages and salaries reported as paid to these employes during the year ending December 31, 1905, was 270,000,000 kronen (24½ cents).

There were in the service of the railways 6047 locomotives, 86 motor cars (1904: 10), 12,854 cars for passenger service (1904: 6531), and 130,072 cars for freight service (1904: 52,720).

The cost of equipment amounted to 1,000,000,000,000 kronen, the maintenance of equipment 53,000,000 kronen. The number of passengers reported as carried by the railways in the year 1905 was

189,930,000 or 4.06 per cent more than the preceding year. The number of passengers carried per kilometer was 9155. The number of tons of freight reported as carried was 133,760,000, which exceeds the tonnage of the year 1904 by 6.99 per cent; the number of tons carried per kilometer was 64.485.

The gross earnings of the railways in Austria from the operation of 20,993 kilometers of line were, for the year of the report, 732,000,000 kronen, or 34,986 kronen per kilometer. The operating expenses amounted to 490,000,000 kronen (5.78 per cent. more than 1904.) The income from operation on the net earnings of the railways amounted to 242,000,000 kronen, or 11,574 kronen per kilometer.

The report also contains data about the railway accidents. The total number of casualties to persons on the railways for 1905 was 2535, which number exceeds that of the year 1904 by 244. The number of passengers killed in the course of the year was 15 and the number injured 381. The number of killed and

injured railway men is probably larger than specified in the report, because there are not reported the accidents in workshops of railways.

There are accurately specified the expenditures for the welfare of the employes, as: allowances supplemental to the regular wages, allowances for long continuous service, also educational, religious, ethical and social benefits.

Better conditions relative to working

time, and wages are more necessary than the so-called institutions for the welfare of the employes.

But in consequence of the long hours of work the accidents in the Austrian railway operation are numerous; likewise the sparingness in regard to the number of employes enhances the danger of the service; overworked and badly paid employes are especially liable to become the victims of accidents.

Political Activity a Necessary Evolution.

BY WALTER COPSEY.

Standing upon the sidewalk and musing, while waiting for the procession on Labor Day, some words of a deceased statesman came to my mind. Some years ago when making a speech in the House of Representatives, and comparing the American workingman to his European prototype, he said, "This country is more to be compared with the mighty ocean, broad, deep and boundless, but so free that the smallest drop that mingles with the sand at the bottom may rise through all the mighty mass of water, and sparkle in the light on the crest of the topmost wave."

If these words were true, why the necessity for incurring the expense of maintaining labor unions? Have those conditions changed, and the once open channels to success been closed? If so, what has occasioned the change?

The answer is this: The concentration of capital and industries has created an unnatural craving for wealth; has fostered greed; encouraged the exploitation of labor, and thereby forced further apart, each year, the employer and the employee.

Earlier in the day, before going to view the parade, I had strolled through that section of the city where reside the Hungarian and other foreign-born, padrone-ridden toilers. Obnoxious odors polluted the atmosphere; filth and squalor were evident on every hand. These poor creatures struck one as being

but little better than the dumb brute, and the environments were, to say the least, abominable. Looking upon them I asked myself: "What could one of them accomplish single-handed?" Their individual protests against the diabolical system under which they work would be as futile as the efforts of a Quixotic clown to blow down the Capitol with his breath.

The sprightly strains of a rollicking march aroused me, and looking up I saw the "thin red line" of horseshoers, and stretching far away into the distance were those of various other crafts. The workers were neatly dressed, well fed; keen faces lighted with intelligence; proud, but not defiant; all silently testifying that in organization only is strength. I mused, unconsciously asking the question: "What has wrought this transformation? What makes these men so superior in mien to those around the stock-yards?" And involuntarily I answered my own question with the one word—*Unionism*.

Consider the average workman of today. The concentration of wealth and complexity of industries has created demands for larger factories and larger industrial institutions of all kinds, until today the president of one of our large corporations rarely sees his employes; he does not know them personally, as was formerly the case, nor does he realize their needs, and in many instances he seldom gives them a thought.

The laborer of today is but a minute particle of the huge industrial plant. He is but a unit in the multitude of toilers swarming about the gigantic works. This estrangement between employer and employe has created a pressure that is continuously being brought to bear upon the working classes in order that they may produce more and make possible the payment of bigger dividends. Conditions now obtain wherein the workmen are not considered as they were in the days of the statesman I quoted. On the other hand, in order to save themselves from being ground down to the level of the brute creation, the workmen have been forced to seek measures of relief. The methods adopted are along the lines of organization. The laborers combined forces and they are today seeking to compel those for whom they toiled to recognize their right to live and receive sufficient compensation for their labors to afford the comforts of a home.

Far be it from the members of Congress who serve capitalistic interests to pass an immigration bill containing the educational test. Such a law might make the accumulation of wealth less easy to those unscrupulous human vultures who have no respect for the laws of the land, and whose idea of American citizenship is measured only by the amount of wealth their unlawful and reprehensible methods will permit them to accumulate.

So every labor measure which Congress has refused to enact will be found to

be a safeguard of the rights of the common people.

The sort of foreign slums which form such a contrast to the parade of organized labor tend to lower the standard of the independent American workman and make the open shop a club with which to cripple organized labor.

Granting that conditions have changed and the workingman has been compelled to combine in order to obtain a fair share of the wealth produced by him in return for his services through such organization, is he using the best means at his command to secure his share of the product? Does he achieve the best results if he neglects the political aspects of the industrial situation? No matter how much he gains by purely industrial association, is he not neglecting the most potent weapon if he fails to co-operate with his fellows in the use of his political power?

Members of the present Congress were not elected by the votes of the capitalists for whom they work, but by those of the workingmen whose welfare they disregarded.

Was a single one of Labor's measures enacted? Not one. A majority of the members of Congress were indifferent to the interests of those who elected them. Since the presentation of Labor's Bill of Grievances the political situation has changed.

Workingmen now realize that the ballot is a most powerful weapon with which to back up the good work done along industrial lines in the trade union.

President W. W. Finley's Address to Employees of the Southern Railway.

Your duties bring you into personal and daily contact with the people along the lines of the Southern Railway, and I, as one who has filled positions which some of you are now filling, purpose to speak to you briefly of the relations of freight and passenger agents to the public. Your duties are of a two-fold nature. You owe duties to the railway

company by which you are employed and you owe duties to the public. These double duties do not in any way result in conflict or divided allegiance, for he serves the railway best who serves the public best.

The general officers of a railway have, unfortunately, too few opportunities for meeting and talking with the people

who are dependent upon the road for transportation services. The man having business relations with the road, as a rule, comes into personal contact with the local representative of the traffic and operating departments. The policies of the railway are formulated and mapped out by the general officers, but the application of these policies to specific transactions must be entrusted in the main to men in the field. It follows, then, that you have in a substantial sense the reputation of the Southern Railway Company for fair and just dealing in your hands. Whether the company shall be popular or unpopular depends in very large measure upon your attitude toward the public and upon your treatment of those doing business with the road. It is of supreme importance, therefore, that you, who daily come into intimate personal contact with the public, should bear in mind constantly that it is the unvarying policy of the company to be just and fair to all alike—to the small shipper and the occasional traveler as well as to the large shipper and the regular traveler; that you should be perfectly frank in all business dealings; that you should always be considerate and patient, and that you should do all in your power to make the services of the road satisfactory to those for whom they are performed.

All classes of the public should be treated with consideration and be given every possible and reasonable accommodation. Even the man who makes impossible or unreasonable demands should not be dismissed with a curt refusal. He may not know that what he asks is either impossible or unreasonable, and a few words of frank explanation pointing out to him why his wishes cannot be complied with may send him away a friend of the road instead of a fault-finder. While every thing possible should be done for the accommodation of those doing business with the road, care should be exercised not to promise the impossible in the way of facilities or services. When failure to fulfill such a promise follows, the man who made it may be able to shift responsibility to the operating or some other department

or officer, but the damage done to the reputation of the road cannot be easily remedied. Questions that seem to you to be trivial may be considered of much importance by the persons asking them and they should be answered with patience and courtesy.

The efficiency of the service as a whole depends upon the efficiency of each individual official and employe. Every agent and employe should study his duties in detail and should understand thoroughly just what he is to do in any contingency that may arise. He should neglect then no detail of his duties, however unimportant it may seem to him, for no matter how carefully and minutely duties may be prescribed by the general officers, the neglect of some apparently minor detail may lead to serious or possibly to disastrous results. Of even more importance than a careful observance of duties prescribed by the company is obedience to law. Many of the relations between the railways and the public are now regulated by Federal and State statutes, and every official and employe of the Southern Railway Company must understand that its business affairs are to be conducted at all times in strict accordance with the laws of the land. No transaction or practice that is forbidden by the laws can be permitted, and as I am sure you all understand, there must be no resort to evasion of any kind.

As representatives of the Southern Railway Company you should bear in mind at all times the basic fact that the interests of the railway and of those served by it are identical and that they are inseparably interwoven. The railway can prosper only as a result of the prosperity of communities by which the demand for transportation is increased, and the prosperity of the South can continue and can be brought to the highest possible level only through adequate and efficient transportation facilities. At the present time, when every effort is being made to supply additional facilities and more efficient services, nothing is more important than that the truth of this proposition should be realized

by men in all lines of business. When once this identity of interests is thoroughly understood the railroads of the South and the people will be brought together in more harmonious co-operation for the development of the natural resources of the South and for the expansion of all lines of industry. The men in the freight and passenger departments are in a position to do much to bring about this mutual good understanding and this harmonious co-operation for the upbuilding of the territory traversed by the lines of the company. Your careful attention to the wants of the people and your considerate treatment of everyone having business with the road will serve as a constant object lesson of its interest in the individuals and communities along its lines.

My personal experience convinces me that the people as a rule are fair-minded and when fully informed can be relied upon to deal justly with the transportation interests.

I feel sure that it is only necessary to direct your attention to the importance of your relations to the public, and that we shall have your loyal support in carrying out what is the policy of the company—the building up of a thoroughly efficient transportation system on the solid basis of harmonious relations with the people along its lines.

There is another point to which I desire to call your especial attention:

The management of the Southern Railway has been confided to us as a

high and sacred trust. This trust is not confined to the president, the general officers or the Board of Directors. It applies with equal obligation, in his sphere of action, to the humblest employe as it does to the highest. Each has his duty to perform and, in the performance of that duty, he represents the railway and is engaged in the performance of a trust in respect to it. The brakeman cannot perform the President's duty, nor can the President perform the brakeman's. Each must do faithfully his own duty, and only in the honest and faithful performance of duty by all can there come a proper measure of success.

The railway and the public are entitled to the very best that is in our employes from the highest to the lowest—they are both entitled to demand that there shall be no lukewarm or limited service, but that the heart of our employes shall be in their work. All of us have voluntarily undertaken a duty in respect to this property and the railway and the public should receive from each of us full and faithful performance.

I wish to build up among all our employes a spirit of interest and co-operation—a spirit in which each man will recognize that he is identified with the railway and will earnestly and honestly work for its welfare. Only in this way can we successfully administer the trust which has been confided to us.

Labor Unions and Limit of Production.

HENRY H. HARDINGE, CHICAGO.

Prof. J. Laurence Laughlin, of the University of Chicago, has in many lectures, essays and books laid particular stress upon the vast advantage that would immediately inure to the laboring men, particularly the trades unionists if they would relegate to the limbo their "Skinny's, Maddens and Sheas;" elect good, honest and competent men in their places, remove all union restrictions

which in any way hamper production and devote all their energy to carrying the production of wealth to the limit; and out of the increased results larger wages would inevitably follow. This is substantially his position. Now let us see if it is true as a matter of cold fact.

Theoretically and practically, invention, the discoveries of science and the utilization of natural forces have in-

creased production more than a thousand fold during the century just passed. Theoretically, at least, these tremendous agencies ought to raise wages, and would do so if the results were not somehow diverted into other channels.

As a matter of fact, invention has no such effect; wages tend downward and not upward. This is why labor needs trades unions—to resist the downward tendency.

Now the query naturally arises, why do wages tend downward while production tends upward? Evidently there is some social force at work which the professor does not see or care to mention. What is that force? If wages automatically tended upward, as they should, laborers would not need and would not have trades unions; and to attack trades unions which in themselves are but the result of economic pressure, is a waste of energy.

There are three elements in the production of wealth; the professor mentions but two, and to discuss the problem of wealth distribution without mentioning all three is as bootless as to try to solve a problem in trigonometry by the use of two angles only.

These three economic angles are labor, capital and land. Land is not capital, although the value of it is capitalized at present, and all the professors insist that it is: but that does not make land capital any more than calling fish and lake capital makes capital out of both. Only one is capital; that is fish. So with the other case, only that is capital which is produced by human labor. Land is not produced by labor. These three agencies produce everything; they also get everything. Labor gets a share called wages, capital a share called interest, land a share called rent.

Rent, wages and interest get it all. For the share which the laborer gets he does useful work. For the share which the capitalist gets as mere owner of capital, he gives the use of stored up work—for that is what capital really is—that is to say, all legitimate interest is simply deferred wages. Most of the so-called interest charges today are simply

ground rent, paid on the capitalized value of land.

For the share which the landlord gets (the lion's share) he gives nothing.

Wages tend downward, interest downward, rent upward.

Consider two gold mines side by side. One very rich while the other hardly pays to work; are wages higher in the rich mine? Every sensible man knows they are as a rule the same in both mines, and if they are higher in one it is due to the union, not to the increased production. How about the professor's theory? Here is the increased production. Where are the increased wages? Then who gets the difference? The land owner, of course. And he gets it as owner, not as worker; he is paid in proportion to the value of his monopoly, not the value of his work. In fact, he, as a rule, does not work at all; he leaves that to the union. He does not, like the protectionist, want work; he is satisfied with the results of work.

Take another case. An ore shoveling machine is invented which goes into the bowels of the earth on the Mesaba iron range and does the work of fifty men. Here is increased production. How about the professor's theory? Does this machine raise wages? It ought to, but does it? It tends to decrease wages by throwing men out of work, at least temporarily. It does not increase the interest rate the fraction of a mill. There is but one other thing it can raise, and that is the value of the land. It can, as a matter of theory: it does as a matter of fact.

Has the cyanide process, which has enormously increased the production of gold by utilizing low grade ore, increased labor value or land value? Does an elevator in a large office building, which is a labor saving device, increase the wages of the engineer in the basement or the ground rent of the landlord?

Machinery in all departments of human activity has this one effect, it increases the productiveness of labor and hence the value of land. It is this, that President James J. Hill, of the Great Northern sold for a sum that would make

Croesus seem like a beggar; just plain, legal monopoly capitalized into unthinkable figures.

If tomorrow labor were to increase production a hundred or a thousand fold it would not increase wages, nor would it increase interest, but it would increase rent for use of the planet which Mother Nature kindly gave to us all for nothing. This is the bottomless pit into which the ever-increasing stream of wealth pours.

There is and always will be a limit to production, there is no limit to the capitalization of land, it is simply a question of adding ciphers to the right hand end of the row of figures, and ciphers are cheap.

As a matter of fact there are but two questions at the bottom of all our social problems at the present time. First question is: Who owns the earth? Second question: Who ought to own it? Nature has decreed that there is and can be no substitute for justice, and the only just measure yet proposed for the settlement of this question is the one proposed by Henry George and other philosophers at various times: a very simple proposition—to saddle the whole burden of government upon those who get most of the substantial benefits of it. The real beneficiaries of government are the owners of the soil. For to whomsoever the land of a country belongs, to him also belongs the fruits thereof.

Error of Ages.

HARRY E. BRADFORD

IN THE CONDUCTOR for the month of April, 1906, appears an article by a critic on Socialism. Again in your June CONDUCTOR appears an article by Walter Copsey. From the two, the writer, to his surprise, has found a labor journal conducted on an absolutely impartial basis. The critic, or rather ridiculer of Socialism, in your April CONDUCTOR, can only be classed in that great category, Error of Ages. The writer of Anarchy or Evolution, in your April CONDUCTOR deserves more than ordinary commendation. We have here a picture. The culprit on the right, and the other on the left. The Grand Master in the center. Materially all in the same fix; but let us look at the other side. We'll say the critic on Socialism rebukes the central figure; the author of "Anarchy or Evolution" defends the central figure, Socialism on the Cross. One of the greatest errors committed by the ages was done when Christ was hung upon the cross, another when Socialism is crucified by those whom it seeks to save. Christ in his life, by words and acts came to save the children of God from benighted ages of superstitious religion.

Socialism comes to save the same God's children from a wrong as old as that which enslaved men in regard to religion.

Walter Copsey, on page 413 in "Anarchy or Evolution," says, "We must read history." I say, amen. I wish the reader would go with me far, far back in history, so far back that we shall have to lift the veil that holds the creation in mystery. Socialism and the true light of God stood side by side. Man and his mate on even terms: master and one slave! Why? because man was the stronger of the two. The poor woman was the first to feel what force meant.

The first error. As the humans began to increase, the stronger made themselves the boss. This condition was extended as the numbers of the human family stretched out. Anarchy was introduced by those in authority. Those that planted themselves as rulers and decreed that their sons or nearest kindred should rule. They also took into partnership that class which held the mysteries of religion within their caste. Duplicity and deceit took the place of truth and justice. Divine right

to rule, the "Error of Ages," and for what? Those that by force helped themselves so as to avoid God's decree, "By the sweat of thy brow shalt thou eat thy bread." If God is just this includes all.

From early dawn to our day, those that rule employ the same instruments. Show us a ruler that did not get his throne by the sword. Was that reason, love and justice? Force was employed by those in authority against protestant, suffering multitudes, so that they might live in ease and luxury upon the toil of others. Masters! Divine right! Error of Ages! Civilization and religion was the one prevailing outcry. Where and when was this ever upheld? Civilization lost and when shall we find it?

According to our most boasted religion and civilization, our age employed the same methods. History tells us that Cyrus the Great made war upon Barbarians, later the great empire Cyrus made by force and anarchy, went down before the great Alexander. Alexander made war upon the Barbarians: Again when Alexander's great empire went down before the great Roman Republic, the great claim was war against the Barbarians!

As we of our age look back upon the great republic, with its monstrous atrocities, and human butcherings in and out of the arena, we hold our hands up and exclaim, "What savages and murderers they were!" The excuse our learned church men held out is ignorance, heathenism and lack of civilization.

Should we any longer listen to those "Magis?" No, let the people, the whole people, reply as Alexander the Great did when upon his return to Babylon he was met outside the city by the High-priest and his suite with a message from the Great Oracle in the temple of Beles, "What a great ill omen it would surely be, if Alexander should enter the city."

Alexander had left the government in the hands of the priesthood after capturing the city, and perceiving that all was not well with the finance, he replied: "The greatest prophet is he that guesses nearest the truth. Today we shall audit!" Let us all say, "Today

we shall audit." Socialism is calling out the true condition, but as in all ages, those that rule by force have kept that constant ally, the Church, in constant companionship. My assertion is broad, but let us go back two thousand years, The Great "Apostle of Truth, the Prince of Peace, of good will to men," said, "Peter, put thy sword back where it belongs, those that taketh to the sword shall be taken asunder by the sword." Now all the governments of all ages have been founded by the sword, and we need no confirmation of what the Prince of Peace, of good will to men said. History proves it only too plainly. The culprit on the right rebukes Socialism in his ridicule. The one on the left in Anarchy or Evolution, in a measure defends Socialism. Socialism does not teach force, but reason. Its doctrine is met by enemies as of old. Anarchy is the outcry. The "Magi" sitting on the high hills, proclaiming civilization and Christian religion, shall remedy our sufferings. This should only be met by a firm answer. Christianity cannot exist under our economic and social conditions. It is like a candle under a bushel.

•Civilization lost? For untold ages human beings have been led by the blind; "The blind leading the blind." Education has through the hardest struggle obtained a small number, but just enough to prove that that which is built by force must necessarily be undone by force.

Give each being a just condition. As God's whole universe is governed by unchangeable laws, so necessarily the same law should apply to the human being. That law which brought the first infant into this world is still in force, that law man has not been able to change, though our fashionable, up-to-date society parasites allow "just one," generally an object of pity, to come into this world, and still that one comes as all others come. We Socialist "destroyers of home and love," do not belong to the destroyer class. We say, give this being brought into the world equal opportunities in all things, which means, first, in childhood that which

childhood nature claims; then an education free from toiling for their tender bodies; when manhood and womanhood appears, that generation which shall under such condition appear, would not need a Christ to suffer on a cross. That spark of intellect which God planted in each infant will be so cultivated and developed that when nature's law demands a departure to the great unknown, which even now, and in all ages, amongst all races of human beings, have held, or believed in, shall be a fit and complete soul for the glory of the great God.

No part of the earth was given by the God of love, justice and truth, to any one set of people or individuals. Such a dogma destroys the very God they themselves proclaim. Why is it so hard for those that have taken possession of land and made laws which hold the unlanded part of the people also in their landgrant, to see that that condition is really the cause of anarchy, the cause of a suffering Christ, the cause of sin, the very creator of that very much abused lordship "the devil."

The labyrinth is deep in which humanity has drawn itself, by going to the unnatural sides of things, rather than to natural things. When man will come to reason and look up to God as love and truth, go out in nature, lift his eyes up to God and with the simplicity of God's nature study and ask, Oh! God, open our eyes, that this veil which has through error hung over us for ages, be lifted and let the true light come within our darkened soul, the supplicant shall within himself, feel the rustling of a butterfly's wings, the true light, and see with mortal eyes that God is Father of all things, with love and justice, an ever unerring Father, whose laws no man can change, break or fail to observe. The soul that had no opportunity to grow, through acts of men, shall surely come to a rightful development in the unfolding ages. Few, indeed, are those that in the benighted ages have acquired their rightful stature.

Socialism, like Socrates, has her Meletus, Anytus and Lycon. Faintly can the writer picture the death of So-

cialism at the hands of ignorance, even as Socrates. Sublime his death! When asked to retract his ideas of the true God, and immortality of the soul, he simply replied, "I'll neither retract, modify nor explain." Instead of being put to death I should teach at public expense in the Pyritaneum. He was kept for thirty days in prison; his faithful followers made escape from his doom possible, but steadfastly he refused. On the morning of his execution he told his disciple Crito of his dream. Before tomorrow's sun sets thou shalt drink of this cup of knowledge amongst the blest, —and who held the cup? A woman, so Socrates said. This happened in B. C. 399. Again we see that all Christendom professes to follow the Prince of Peace, and good will to men. Behold Him bleeding upon a cross! His condemnation by a court, as unjust as the court by which Socialism to day is judged. We read of fearless truth loving men, who gladly gave their lives to light the world again. Not one of those real heroes lifted a hand to defend themselves. Christ had forces He could have called on, and Socrates had followers ready to die for him, but nay, nay, "Force" must die.

Socialists are ridiculed in song and anecdote drama. Socrates was treated likewise. But his work survived; his teachings can never fail to give light to seekers after truth. His philosophy is an exhaustless fountain for all ages to come. Socialism has turned the mind of many a man from idle speculation to practical ethics. It will reduce current beliefs to an absurdity. As Socrates scorched the wings of falsehood, so Socialism scorches the enemies of truth, justice and love. Socialism lays bare ignominiously the dogmas of superstitious religion.

Patriotism is appealed to when the rulers of the nations disagree, calling the masses to the fighting lines to the tune of barbaric music. On bended knees in temple of worship, we find as in ancient days, our learned priesthood praying for the success of their respective sides. Men of reason, when shall you permit your darkened soul to escape from such barbaric ideas? Can

you who preach the gospel of the Prince of Peace on Sunday, depart so far from truth, love and justice when war has been declared? Civilization upon those lines shall ever be a constant spilling of human blood, an endless torture of souls.

Social Democracy shall triumph, she has her Pericles, neither of whom hemlock can kill. Immortality is in each human being. A condition upon this earthly journey, on equal terms, is all Socialists ask. Brotherly love, truth and justice for all.

Homer, despised by seven cities in life, was lifted to divinity after death. Those who advocate Socialism think of it as a redeemer from benighted ages of bigots who rule with the miter in one hand and sword in the other, killing whoever get in the way of either. Intolerance is their atmosphere, horror their weapon. They put fine touches

on cruelty, and call it religion. The hob-nailed style of preaching was supplemented by the thumb-screw style of prayer, and between the two they have made havoc in the world.

In ages to come those who now are despised for proclaiming that falsehood, deceit and duplicity have ruled too long, shall, even though death, despair and defeat, stare them in their faces, be lifted to a higher divinity by a race that is to follow.

Error of ages is force that shall be supplanted by truth, love and justice, good will to all men. The lost civilization shall appear when men shall learn that God's great universe is governed by laws unchangeable. Nature's law shall be fulfilled, the spark of intellect shall lead every individual across this great earth to one so grand our now undeveloped reason cannot picture it—Immortality.

Progress of Railroad Speed During the Past Sixty Years.

WRITTEN FOR "THE RAILWAY CONDUCTOR," BY GEO. P. FLOYD.

When talking of express speed we have generally two things in mind. First, the comparison of new with old records. Secondly, the performances of the best "flyers" of various countries.

When we hark back 58 years it will at first sight appear that we have not made such a great advance in the speed of railroading.

Reference to old statistics proves, for instance, that as long ago as 1848, a train of engine and four coaches with baggage car, covered 53½ miles from London to Didcot in 47 minutes, or at the rate of 68 miles an hour, a speed that even today, is seldom beaten, for such a distance in any country. The fast trains of forty years ago often reeled off their 50 and 55 miles an hour as a regular practice. Turning to the modern time table, we find 60 miles an hour heading the list of daily train speed. Comparing the national expresses, and noting only

the best performances, we might easily be led to suppose that the United States stands first for railroad speed, France second, and Great Britain only third. But by close examination of details we soon modify our opinions. We find that the average speed of all modern English expresses is much higher than it was, and that the average weight of the trains hauled is much greater, and that the average journey is much longer. And we find that England's average express speed is higher than those of America and France. In 1895 it was found that the United Kingdom's regular trains ran 62,900 miles per day at 45 miles per hour, while only 13,956 miles were covered at such speed in the United States. Since then the standard has been considerably raised all around. Yet Britain still holds a big lead.

The fastest regular run in the world

is done over the Philadelphia & Reading Railway by the Atlantic Express, which covers the 55½ miles between Camden and Atlantic City in fifty minutes at a speed of 66.6 miles an hour. The Pennsylvania Company also runs an express train over a different track, between the same places at an average of 64.3 miles per hour.

For the next best performance we must go to France, where, on a regular train between Dax and Bayonne, 31½ miles are turned off in thirty minutes "dead." The train between Darlington and York on the North Eastern, makes the run at 61.7 miles per hour. All three countries can boast several regular services in the immediate neighborhood of a mile a minute.

So much for speed. Now we will consider the fastest long distance trains of the world. Here France takes the first place with the Paris-Bayonne express, which covers the 486½ miles in 8 hours, 59 minutes, or 54.13 miles per hour. Second stands the New York and Buffalo trip in which 440 miles is performed in 8 hours, 15 minutes, or 53½ miles an hour. Third comes the 50.77 miles per hour of the Great Northern and North Eastern Coast Mail, from London to Edinburgh, 393½ miles. On the count of "no stop" runs, England comes out on top, the Great Western new schedule expresses to cover the 246 miles separating London and Plymouth without a single stop. This is a regular performance.

In America the best schedule without a stop is from New York to Troy, 148 miles, done in three hours "dead." In France the Norde's 185½ miles from Paris to Calais Pier, 3 hours 30 minutes is the longest.

On the whole Britain stands first as a long distance runner. The timetables of 1905 show no less than 133 of her regular expresses exceeding 100 miles between stops. The London and North-Western 33. The Great Northern 22. Great Western 23, and the Midland 16. America can claim about 50 trips of 100 miles or over performed in daily service without stops. France has some 25.

The pick up water trough is used on all these long breaks. Anybody who, after upsetting a glass of water on a table cloth, tries to regain as much as possible of it with a spoon, employs the principle of the water scoop, which fills the tender of locomotives in motion. A perfectly level stretch of line is selected. A steel trough is laid centrally between each pair of rails. The trough, 6 inches deep with a width of 18 inches, with a number of sections is riveted together to give a total length of about 500 yards. Water is admitted to the trough automatically, so as to keep it at a depth of 5 inches. At the end from where the train approaches, an inclined plane leads to the trough, and there is a corresponding plane at the other end to lift the scoop out. On approaching a trough the engineer lets down his scoop, the lower or movable part of which contains a water-tight hinge. The impact drives the water through this and its connecting pipe into the tender. As soon as the tender is full the scoop is raised by the aid of steam or air pressure on a piston connected with the rod itself.

For extraordinary speed we must turn to the United States, where long and level straight stretches enable the driver to "shake his engine up," as a driver would say to his horses. Since 1895 the 100 miles per hour figure has been approached and passed on several occasions. A Philadelphia & Reading train traveled at 98.4 miles per hour in 1895. Two years later a train covered a mile in 37 seconds over the New Jersey Central. The most sensational performances are credited to the New York Central & Hudson River Road, which can boast of a speed of 102, 109 and 112.5 miles per hour. The record, however, at present is held by a five mile run over the Plant System track from Fleming to Jacksonville, which was covered in 2½ minutes, equal to 120 miles per hour.

The fastest time on record for a run of over 440 miles falls to the Lake Shore & Michigan Southern road, which ran an express from Chicago to Buffalo, 510 miles, in 8 hours 1 minute, equal to 65.7 miles per hour exclusive of

stops, and 63.61 miles per hour inclusive of stops.

On August 4, 1903, the Lowe Special traveled from New York to Los Angeles, Cal., 3246 miles in 73 hours, 21 minutes, equal to 44.1 miles per hour, the whole distance.

When we compare the records made by railway trains of present date to those of say 50 years ago, and take into consideration the appliances which were then used, to those of present date, the improvement in speed made in these days is in no way remarkable. A train without a locomotive is a dull affair, however gorgeous the coaches may be, but when the engine is run on, the whole receives life.

Fifty years ago our locomotives were very crude affairs compared with those of the present day. A fair idea of the advances made in locomotive practice will be derived from a comparison of the "Engine Rocket" built in 1829 by Stephenson, with the latest production of English and American locomotives.

The Rocket weighed, with its tender loaded with wood, 7 tons 9 hundred pounds. Its drivers were 4 feet 8½ inches in diameter. Its boiler 6 feet long, and 4 feet 4 inches in diameter. Its cylinders 8 inch bore by 16½ inch stroke. Its fire box 3 feet long, 3 feet broad, 3 feet high. It had twenty-five 3 inch tubes to lead the furnace gasses through the boiler to the smoke box, and a total heating surface of 137½ square feet. Steam blew off at 50 pounds, burning wood.

Now take the heaviest engine nowadays, which weighs 200 tons. Boiler 78½ inches in diameter. Fire box length 108 inches, width 78 inches, depth 80½ inches. Number of tubes 391. Diameter of tubes 2½ inches, length 20 feet. Total heating surface 4,796 square feet (about 1-9 acre). Four cylinders with 32 inch stroke, 19 inch diameter. 225 pounds working pressure of boiler, burning coal. These engines are built to run the fastest expresses over the heaviest grades. When we compare the records of the Michigan Central trains of today to those of 51 years ago, we find that the Central runs the limited

from Chicago to Detroit, 284½ miles in 7 hours, making 9 stops. In 1855, 51 years ago, the Central ran what was called a lightning express between Chicago and Detroit. The regular schedule time was 8 hours 45 minutes going east and 9 hours going west; the trains being heavier going west. The locomotives in those days were all inside connected, with the old fashioned drop hook. Injectors were not known in those days. The boilers were fed from the tender by pumping the water into them by the revolutions of the driving wheels. None of the modern improvements were used. All the locomotives burned wood. No telegraph was used in those days to run the trains. The conductor had full charge of his train from start to finish. All trains were run by regular time table, on what was called the 20 minute system.

September 15, 1855 the, Lightning Express going east left Chicago one hour fifteen minutes late on account of the piling at Chicago over the lake being washed away. The train was in charge of the writer as conductor.

We left Chicago with five passenger coaches, one baggage and one express car. Having lost all right to the road over all passenger trains, we were obliged to run wild, so to speak, until we came within the 20 minute limit. It would have been considered an impossibility to make the connection at Detroit with the eastern roads. We decided to do the best we could. There being two conductors from the New York Central and two engineers from the Hudson River roads on the train, we thought we would give them a lively ride from Chicago to Michigan City, as the track and grades were level. The locomotive from Chicago to Michigan City, 56 miles, was the "Flying Cloud," a 5½ foot wheel, inside connected, burning wood, with Tom King as engineer. The run from Chicago to Michigan City, 56 miles, was made in 65 minutes, making a stop at Calumet for water and Lake for wood. From Michigan City to Marshall, 118 miles, the train was pulled by the "Trade Wind," a locomotive with a 6 foot driver, with Dick Thompkins as engineer. From Michigan City to Niles, 36 miles, the

train was run in 45 minutes. There the train was detained 15 minutes, waiting for a west bound train. From Niles to Dowagiac, 13 miles, the train was run in 14 minutes. We were detained there 10 minutes waiting for a west bound train. From Dowagiac to Kalamazoo, 36 miles, was covered in 41 minutes. Five minutes was lost on account of hot box. From Kalamazoo to Battle Creek, 23 miles, the time was 30 minutes. From Battle Creek to Marshall, 13 miles in 15 minutes. At Marshall 20 minutes was used for dinner. From Marshall to Detroit, 108 miles, the train was pulled by the engine "Challenge," a 5½ foot driving wheel, with George Lattmer as engineer. From Marshall to Albion, 12 miles, the time was 12 minutes. From Albion to Jackson, 20 miles, the time was 25 minutes. We were detained at Jackson 10 minutes for wood and water. From Jackson to Ann Arbor, 38 miles, the train was run in 43 minutes. From Ann Arbor to Ypsilanti, 8 miles, 9 minutes was used. We were detained there 5 minutes for wood. From Ypsilanti to Detroit, 30 miles, the train was run in 29½ minutes from a standing start.

When the gong sounded for the

Evening Express to leave Detroit at 6 o'clock for the west, our train came to a stop in the depot, "on time," making the run from Chicago to Detroit, 284½ miles in seven hours and thirty minutes, including stops. Now this is only thirty minutes more than the time of the limited express on the M. C. at the present date. The running report of the trip has been preserved and can be produced at any time. The time was not equaled for 5 years, and even then many of the modern improvements had been introduced. The locomotives were built with outside connections. The capacity of the boilers had been increased from 100 pounds to 140 pounds. Injectors had been introduced. Coal instead of wood burners were used. The coaches were all equipped with old fashioned hand brakes. Thirty miles an hour was the average distance for a locomotive to run with one tender of wood and water, while at the present date an engine can run one hundred miles with a tender of coal and take water into the tender while running 60 miles an hour. Furthermore, the passenger trains were all run on the twenty minute system, while now all trains are run by telegraph. That system was first started in 1860.

Criminal Making Thoughts.

BY CAPT. G. W. BARBER, SR.

"The only safety for the man or the state lies in the uprooting of evil thoughts and desires." This is a striking sentence, striking because of its correctness of principle and because it is such a departure from the idea which has so long unhappily been held relative to the problems presented by criminality.

In its dealing with criminals, society has generally held that overt acts of wrongdoing must be restrained, and little or no attention has been paid to the innermost thoughts and desires of the wrongdoer. These might be wholly evil for all the state cared so that he did not carry out any fell purpose in

his relations with others. In taking this stand society has manifestly erred. It is self-evident that if the thoughts and desires of the individual are good there will be no evil in his acts, his relations with others will be characterized by rightness, and he will be a valuable member of society, not a parasite nor a criminal. It is of the most importance to all organized society that its members be trained to think right. That accomplished, and all the rest is taken care of. There is no need of worrying about the acts of the man or woman whose thoughts are pure and honest. This would open the door for the real reform-

ation of the criminally disposed. They must be trained to think differently, they must have their evil thoughts and desires uprooted, and the end sought is accomplished. It remains to be seen how easy this task may be made.

It certainly cannot be accomplished while society takes the wrong thinkers, files them together in cells in prison, pays attention only to their physical need, and little to that, herds them together where all the evil thoughts of the most hardened are transferred to those less steeped in such, furnishing perfect means for engendering the mental poison which makes them all worse, much worse than they ever were before.

Society is coming to understand the error of its ways in the treatment of the less hardened of its unfortunately wrong thinking criminals.

Great credit is due to our brotherhood societies for the change in sentiment in this regard. Much agitation has recently been observed relative to a change in our laws by which what are known as indeterminate sentences may be imposed by our upper courts. Numerous judges and prison inspectors, whole-souled men who have the best interests of the community at large at heart, have gone on record in favor of the suggested change. The reasonableness of the suggestion should be apparent to all, and it is hoped that amid the many duties which will fall

upon the legislatures in the future this will not be neglected. For the purpose of inspiring hope, and giving the criminal a higher aspiration than he has been accustomed to cherish, as for many other reasons, the setting before him a chance for liberty and reformation must be an incentive of great power for good in his life. He has brought upon himself the punishment due for his sin. He cannot escape that. But there is a hope held out to him. He is not to be continuously incarcerated with other felons and made to breathe the poisoned atmosphere of their thoughts, but is given the opportunity to purify himself and work out his own salvation, building a character upon the foundation which came near being wrecked. To most of those convicted of crime such an opportunity will be a boon. Very few men are criminals from choice, and few would neglect the opportunity to right themselves, particularly, if their thinking can, at the same time be led along healthful lines. At present the work of eradicating the evil thoughts and desires must be left to the voluntary work of the consecrated persons who often obtain such influence upon the prisoners in the jails, even under the existing unfavorable conditions. This work will finally lead to the solution of the problem of how effectually to overcome and cast out criminal making thoughts.

Labor's Glory.

BY THE REV. CHARLES STELZLE.

When the last chapter of the story has been written, it will be found that the chief glory of the labor movement was not in what its leaders gained for themselves nor for the men who lived during their generation, but in what they secured for those who followed. This fact should make us more generous in our estimate of the value of the services of those who are today giving their hearts and lives to many a cause which seems to make but little progress.

We are today enjoying the benefits which have come through the suffering and the sacrifice of millions of our fellowmen who struggled, not receiving the promise, but seeing in faith the dawning of the day when their dreams should become a reality. Stoned, mobbed, living in exile in caves and dens of the earth, wandering about in deserts and mountains, clothed in sheep-skins and goat-skins—of whom their generation was not worthy—these were yet the pro-

phets and the heroes whom we delight to honor.

Only a few centuries ago liberty of thought was unknown. Every lip was sealed. The criticism of a baron meant the confiscation of the peasant's property. The criticism of the pope meant the prison. The criticism of the king meant death. Now all are free to think for themselves. But to purchase this freedom, blood has flowed like rivers and tears without number. To secure the liberty of speech, 4000 battles have been fought. Still fresh in our minds is the picture of those Russian working-men, who only the other day, contributed their blood to the common fountain, so that greater liberty might come to the masses in that country of the despot.

But so we find it everywhere. Vicarious sacrifice is the law of nature. The sun ripens our harvests by burning itself up. The valleys grow rich because the mountain has been robbed of its treasures, until it grows bare of trees and shrubs and earth. Millions of living creatures give their lives that the coral islands might be produced. Our treasures of coal mean that great forests have fallen for our factories and furnaces.

For the sake of the world's progress the common people have suffered most. In times of war as well as in times of peace, the humble home of

the toiler has been the real battle-ground of humanity. Here hearts have been broken and souls have been crushed. Here long vigils have been kept which have whitened the hair and darkened the vision.

The present age, too, has its duties. Grateful for what others have won for us, we cannot be indifferent to the needs of coming generations. Upon us is laid the task of hewing out new paths and blazing the way to better things.

What, then, shall be our heritage to our children? What shall be the ideal which they must see because of the vision that has come to us? Will it be higher and nobler than that which was left to us by our forefathers, or will it come to pass that they must begin at the point at which we began because we have been weak to the task which was ours? Just now the labor movement seems to have arrived at a crucial period in its history. The signs of the times point towards further realization of others' dreams and others' daring. While it is true that labor always has been and ever shall be on the verge of a crisis, nevertheless, this is our crisis, and it behooves us as men to be true to the call of duty in this hour of our opportunity. In the economic world, in the social world, in the political world, may we quit us like men,—be strong. In this shall be our glory.

I. Socialism.

Address Delivered at Columbia University, Tuesday, February 12th,
by W. H. Mallock, M. A., of England, in Co-operation with the
Public Lecture Bureau of the National Civic Federation.

The invitation with which I have been honored by The National Civic Federation of New York to deliver a short series of addresses on those modern economic theories which, under the name of socialism, are enjoying so considerable a vogue both in this country and in Europe is an invitation which I have accepted with a pleasure proportionate to the interest of the subject.

What socialism really means, in so far as it means anything distinctive, definite, and coherent, is a question I will discuss presently. But whatever it means, it stands, on its practical side, for some scheme for bettering the condition of the majority of the human race, by reorganizing society on a basis substantially different from that on which it rests now, and on which it has rested al-

ways, from the beginnings of civilization till today.

Now, any scheme of this kind which aims at the practical introduction of some radical novel principle, however practical may be its object, and however strongly it may appeal to the practical and concrete passions, necessarily implies and rests upon certain intellectual judgments or theories with regard to the facts and forces of society, and of human nature. One of the greatest groups of changes that have taken place in modern times are those which rest on the introduction and the perfecting of the steam engine. The steam engine and the steam printing press may be called the physical basis of that diffused knowledge and that force of public opinion which in many minds arouse such unbounded enthusiasm. But on what rested the possibility of the introduction of the steam engine and the steam printing press? It rested on the fact that by a course of dispassionate study, certain men arrived at a series of dispassionate conclusions which proved to be in minute harmony with the powers and processes of nature. The same is the case with socialism. Whatever its ultimate objects, even those who are most enamored of them must admit that their practical value depends on whether the means by which socialists propose to achieve them are in harmony with the character, the faculties, and the limitations of human beings generally; and here we have a question, not of feeling but of dry scientific fact.

It is this aspect of our subject to which I wish to direct your attention. I will ask you, for the moment, to lay mere feeling aside; and, admitting that in the world as it is there are many evils which we all desire to mitigate, to consider in a sober and scientific spirit, whether the class of remedies which go by the name of socialism would produce—I do not say merely a preferable—but even a practicable, a working alternative.

I think I may venture to say that a large number of highly educated persons who, actuated no doubt by generous and unselfish sympathies, are anxious to claim for themselves the name of social-

ists, have never submitted themselves to this discipline of preliminary scientific inquiry. They see that under the existing order of things many evils exist. They are persuaded that these evils are due to the general constitution of society, and that the evils would disappear were that general constitution altered. Such being the case, they leap to the curious conclusion that the only alternative to the existing state of things is socialism, and that, by leaping into the fire, we shall free ourselves from all the evils of the frying pan. They are like men traveling on a road rough, hilly and dangerous, which interposes many difficulties between them and the point which they desire to reach, and who, impatient of these difficulties, propose, instead of improving the road, to take a short cut toward the point desired across a quicksand. The quicksand is level and would not wound their feet. They never pause to inquire whether it would not engulf the pedestrian. It is not the road, therefore it must be better than the road. Such is their simple logic. What socialism is in detail, as a constructive scheme, they make no attempt to investigate. They allow it to impress their imaginations like a building seen in a dream; but they never inquire, as practical builders are bound to do, whether such a building is a structural possibility or no. They never consider in detail the principles of its structure at all.

Persons whose minds are in a condition so vague as this may be admirable in respect of their sympathies, but their opinions with regard to socialism as a practical program are valueless. Nor is there any legitimate excuse for this vagueness. If socialism represents social principles definitely and identifiably different from those in operation now, it is idle to talk of the progress which socialistic opinion has made, or the practical consequences which may arise from it; but practically this is not the case. Whatever may be the fallacies involved in the socialistic gospel, it at all events represents principles which, so far as they go, are definite. What we have is no question of mere verbal definition. It

is a question of historical fact. Any body of opinion which tends to have a practical influence is as a fact those distinctive principles and promises in virtue of which it enlists the mass of its believers and adherents, and bands them together as a party distinct from and opposed to others. And what socialism is, when estimated in this way, it is very easy to ascertain. Finding that, in the modern world no less than in the ancient the few are possessed of more wealth than the many, it proposes to alter this arrangement by a definite reorganization of society, by means of which the many, without any additional exertion, will find their position revolutionized and their wealth indefinitely increased. So far, the promises of socialism merely coincide with a dream which has haunted the imagination of multitudes ever since civilization began. They may have sighed for Utopia as a plain woman may sigh for beauty, but they have never, except on passing occasions, and on a restricted scale, organized their aspirations into anything like a practical demand, and the reason is that, though the prospect of Utopia was pleasing, they secretly regarded it as inaccessible. It affected them as little as the promises of a quack doctor would, who offered to sell them a pill which would make them all immortal. It is, indeed, a universal truth that no desire for any desirable object becomes practical unless the conditions of knowledge prevalent amongst those desiring it are such as to enable them to believe that the desired object is attainable. Nothing illustrates this fact more clearly than the history of socialism. Socialism in its earlier stages, as socialists now admit, was Utopian; and, being Utopian, it was ineffective. It first became an organized movement when a great thinker arose who supplied it with a foundation in science. Then the multitudes began, for the first time, to feel that knowledge was on their side, and that the desirable was also in sober truth the obtainable. The thinker I refer to was the celebrated Karl Marx, whose work on capital, published about the middle of the 19th century, has been

acclaimed throughout Europe and America as the scientific bible of socialism.

The practical outcome of the scientific economics of Marx is summed up in the formula which is the watchword of popular socialism. "All wealth is due to labor; therefore, all wealth ought to go to the laborer"—a doctrine in itself not novel, but presented by Marx as the outcome of an elaborate system of economics.

This formula, whatever may be its intrinsic truth or falsehood, illustrates by its success as an instrument of popular agitation the fact on which I have been just now insisting, that desire becomes practically active when accompanied by a belief that its object is capable of attainment. But it does more than illustrate this general fact. It crystallizes and gives promise to a most important economic truth. The truth to which I refer is this—that the possibility of redistributing wealth depends on the causes by which wealth is produced. Wealth, says Marx, not only ought to be, but actually can be distributed amongst a certain class of persons, namely the laborer, and why can it be? Because these laborers comprise in the acts of labor everything that is involved in the production of it. In other words, wealth is like water pumped up into a reservoir, and thence conducted by pipes into innumerable private houses. If the men who draw it off at the taps have nothing to do with the quantity that is pumped up—if, for example, the whole is pumped up by angels, who can pump up as much or as little as they please—it is evident that the amount which the men consume, and the manner in which they apportion it, will depend in the last resort not on the men, but on the angels; for if the angels disapprove of the men's use of the water they would simply cut off the supply. If the men themselves are to determine the distribution, without reference to the will of any one else, they can do so only because as a matter of fact, they do all the pumping themselves without external assistance. Such, in an expanded form being the application which Marx makes

of his doctrine that labor alone produces all economic wealth, let us consider this doctrine itself, which remains the fulcrum of the socialistic lever. In view of this fact you will not, I hope, find it uninteresting if I give you a brief account of the general argument of Marx.

The doctrine that labor is the source of all wealth is apt to strike many people at first sight as obviously incomplete. Capital generally, and in especial machinery, must, they will say, contribute something, but to such objections Marx has a most ingenious answer. He starts with the fact that in the modern world, where labor is minutely divided, each producer or group of laborers, produces only one commodity, of which the producer himself consumes little, and very often nothing. A man, for example, may not himself smoke, and yet his whole industrial business may be to produce cigars. The products of his industry are, therefore, to himself valueless. They possess value for him, or are in other words wealth only in so far as he can exchange them for other commodities which he personally requires and can enjoy. His wealth, therefore, is measured by the quantity of assorted products which he can get in exchange for the total of the products which he himself produces. What, then, is the measure of value which regulates the quantity of assorted commodities which the possessor of a given stock of one commodity, such as cigars, is able to get in exchange for it? And for his answer to this question Marx goes to Ricardo and the orthodox economists generally and declares that this measure of value by which the exchange of various commodities is regulated, is the amount of labor which is normally embodied in each of them, the labor in question being the labor of the average man, measured in terms of time. The meaning of this doctrine is very vividly illustrated by the proposal to substitute for ordinary money what the socialists call labor-certificates, by means of which the products of an hour of any one kind of labor—say, whiskey making, will exchange for the product of an hour of any other kind of labor—say a hundred copies of a tract

which demands that whiskey making should be prohibited.

Having thus settled that average labor, the measure of which is time, is the sole source and measure of wealth or economic values, Marx goes on to point out that by the improvement of industrial process and more especially by the development of machinery, labor in recent times has been growing more and more productive, so that each labor hour results in an increased output of commodities. Thus, a man who, a hundred and fifty years ago could have only just kept himself alive by an expenditure of his entire labor day, can now keep himself alive by an expenditure of no more than half of it. The remainder goes to produce what Marx called a surplus value, by which he meant all that output of wealth which is beyond what is practically to keep the laborers alive. But what becomes of it? Does it go to the laborers who have produced it? No, replies Marx. On the contrary, as fast as it is produced, it is abstracted from the laborers in a manner which he goes on to analyze, by the capitalists.

Here Marx advances to the second stage of his argument. His general conception of capital is the instruments of production—especially those vast aggregates of modern machinery, by the use of which labor has so vastly increased its output. Now here, says Marx, the capitalist will hasten to object that the increased output is due not to labor, but to the machinery; and to such an objection the answer, he says, is this: That the machinery itself is nothing but past labor in disguise. It is past labor fossilized, or embodied in a permanent form, and used by present labor to assist it in its own operations. Labor, therefore—common, average labor, remains the sole agent in production after all. Capital, however, possesses this peculiarity—that, being labor in a fossil state, it is capable of being detached from the laborers, and is thus capable of being appropriated by other people; and the meaning, he says, of capitalism in the modern world is the appropriation of the implements of production by a minority who are non-producers. This process,

says Marx, had its first beginnings in the downfall of the feudal system, but it did not assume great proportions till the introduction of steam power, and the development of great factories, in the latter part of the eighteenth century, when, for the old implements owned by the individuals who worked them were gradually substituted machines for the use of each of which hundreds or even thousands of men were necessary, and these huge implements of production, unlike the small ones which they superseded, fell into the hands of a limited and non-laboring class, the actual workers being left with no implements at all. The people at large, in fact, became like a single body of mill hands, who must either be given employment in a particular mill or starve, and the possessing class as a whole became like the owner of such a mill, who, practically holding the keys of life and death, is able to impose on the hands almost any terms he pleases as the price of admission to his premises and to the privilege of using his machinery. And this price which the owner under these circumstances will exact—such was the contention of Marx—inevitably must come, and historically came to this—namely, the entire amount of the goods which the hands produce, except that minimum which is absolutely necessary to keep the hands alive. Thus all capital, all profits, and all interest on capital, are fundamentally neither more nor less than an abstraction from labor of commodities which manual labor produces, and manual labor alone.

The argument of Marx is not, however, finished yet. There remains a third part which we still have to consider. Writing as he did in the middle of the nineteenth century, he said that the process of capitalistic appropriation had not yet completed itself. A remnant of the old class of producers and a middle class connected with them still survived. But, he continued, in all capitalistic countries a new movement, inevitable from the first, had already set in, and its pace was daily accelerating. Just as the earlier capitalists had swallowed up most of the small producers, so were greater capitalists now swallowing up

the smaller, and the other classes were becoming to an increasing degree the victims. Wages, he said, were regulated by an iron law. Under the system of capitalism it was an absolute impossibility that they could rise, the result being, he said, in language that became proverbial, that the rich are getting richer and fewer. The poor more numerous and poorer, and the middle classes are being crushed out; and a time, he continued, was already in sight—a time before the end of the nineteenth century—when nothing would be left but a handful of very rich men on the one hand and a level mass of men on the other, having only enough food to keep their muscles capable of labor and only enough of rags to save them from being naked or frozen. Then, said Marx, the situation will be no longer tolerable. Then the knell of the capitalistic system will have sounded. The workers will assert themselves under pressure of an irresistible impulse; they will repossess themselves of the implements of production that have been taken away from them. The expropriators will in their turn be expropriated, and the laborers will divide amongst themselves for the future the entire product produced by them.

I have given you this outline of the theory of Karl Marx, because, though a certain class even of later socialists themselves have felt themselves forced to reject parts of it as untenable, it still remains, so far as its primary doctrines go, the basis of popular socialism up to the present day. I mean the doctrine that all wealth is due to the labor of the average majority—to that ordinary manual exertion which in all cases is so equal in kind that an hour of it on the part of any one man is approximately as efficacious as an hour of it on the part of any other. This doctrine has been, and still is, the basis of socialism as a working appeal to the majority. It enables the preachers of socialism to say to the manual workers, who in all communities must constitute the vast majority of the population, "You, and you alone, produce all the wealth of the world. Each of you, hour for hour, contribute an equal share to it; and each of

you is, consequently, entitled to an equal share of the dividend." And, however, since the days of Marx, the more intellectual socialists may have shifted their intellectual ground, they still preach to the masses the gospel that Marx preached to them. Here, for example, is the declaration of Mr. Sidney Webb, the most prominent representative of thoughtful socialism in England: "The only scheme of society which can be described as 'truly socialistic' is one which will secure to every citizen equal means of subsistence, and prevent the slightest inequalities in wealth from ever again arising."

I say again, then, that in the minds of the masses the attraction of socialism is its promise of an equal distribution of wealth; and what makes them regard such an equal distribution as possible is that theory of production which the genius of Karl Marx invested with a semblance, at all events, of sober scientific truth, and which ascribes all wealth to that ordinary manual labor which brings the sweat to the brow of the ordinary laboring man.

This theory of production, then, being the basis of popular socialism, I propose to take as my starting point, and to examine it, not now, but on the occasion when I next address you. I then hope to show you that in spite of the plausibility with which the ingenuity of Marx invested it, this basic doctrine, of so-called scientific socialism is the greatest intellectual mare's nest of the century that has lately ended; and not confining myself to any merely negative criticism, I shall endeavor to put before you what the human factors in production really are. We shall then see that the analysis of Karl Marx bears as little relation to the actual facts of the case as the old analysis of matter into fire, water, earth and air bears to the actual facts of chemistry as modern science has revealed them to us.

But before I begin this examination, there are certain other points which I would press on your attention, as a preface to it. To a considerable number of people, without any formal examination of it at all, this doctrine that labor

is the sole producer of wealth will suggest many obvious difficulties. If all labor, hour for hour, produce commodities of equal economic value, it will occur to many of us to ask how any enterprise which sets labor in motion can fail. An English disciple of Karl Marx, Mr. Hyndman, has pushed the doctrine of Marx to its full logical consequences. In a manual of socialism published by him he takes the case of a man who finds himself in the possession of fifty thousand dollars, and says that, if he wants to live permanently by robbing other men of the product of their labor, his course is, under the present system, simple. He buys a mill of some kind, hires a manager and operatives, and year by year robs them of the surplus values which they produce. He himself, says Mr. Hindman, with delightful naivete, "has nothing to do but sit still and watch the mill go." Does this conclusion coincide with the facts of life? All practical men will at once dismiss it with derision. If it were true, any one employment of capital would be just as successful as any other. Every enterprise would meet with equal success which found employment for an equal amount of labor. A ship which sailed indifferently would be just as good as a ship which sailed well, if only the same amount of labor had been expended on the construction of both. If two yachts were built for a race between America and England, the trouble of an actual race might be spared. We could discover which was the most valuable boat beforehand, by discovering which had taken the longest time to make. Or, if the merit of the crews were in question, we could tell which was the most efficient by discovering which had worked itself into a state of the most violent perspiration. These objections, and others of the same rough and ready kind will suggest themselves to the doctrine that the wealth represented by a product depends on the amount of manual labor that is embodied in it. And yet in spite of all this we are confronted by a very curious fact. This doctrine with regard to labor has been adopted and is constantly enunciated not by socialists only, or by persons of

defective education; but we find it explicitly or implicitly dominating the thought of others—of highly-placed politicians, and celebrated philosophical thinkers, who look upon socialism as a practical program with abhorrence. Ruskin, for example, who repudiated all sympathy with socialism, is never weary of declaring that nothing produces wealth but labor. Mr. Lloyd George, a member of the present liberal British government, wrote some months since to the Times, declaring that he was no socialist, but that he did desire to see more of the wealth of the country finding its way to the laboring classes, who alone produced the whole of it. Again, let us take Count Tolstoy, who, whatever we may think of his eccentricities, is at all events a man of genius. Count Tolstoy begins one of his recent publications thus: "There are a thousand millions of laboring men in the world. All the bread, all the goods of the whole world, all wherewith people live and are rich—all this is produced by these laboring men." And if we wish to be perfectly certain what Count Tolstoy means by laborers, he tells us that there is one sure test. Are the palms of their hands hardened by manual toil?

Seeing then, how many are the objections which ordinary common sense suggests to the doctrine that all wealth is produced solely, and measured solely by labor, we are naturally led to ask how it is that so many eminent men can still accept and enunciate this doctrine as an axiom. Why, if it is really so absurd as, from some of its consequences, it would seem to be, has it not been formally so exposed and exploded that no serious thinker can any longer give harbor to it? To this question there are several answers which I shall point out hereafter; but there is one, and perhaps the most important one, to which I must call your attention now. This consists in the fact that the doctrine in question is embodied and is every day repeated, in the language of what is called the orthodox science of economics; and the teaching of the orthodox economists has, in this special respect, never been rendered definitely obsolete by any definite, authori-

tative and popularly accepted correction of it. It was the boast of Karl Marx that all his most revolutionary conclusions, which threatened the whole system of capitalism, was deduced from the doctrines of thinkers who regarded that system as unalterable, and who, so far as intentions went, were its chief intellectual supporters. And in this Marx was absolutely right. Let me show you in detail how.

Let us open any text-book of orthodox economics we please, and what will it tell us as to the agencies by which wealth is produced? It will tell us that these agencies are three—land, capital and labor. Now by land is meant all the forces and spontaneous gifts of nature. As to these there is no dispute. Dispute arises only in connection with the agencies supplied by man. Of these capital is one; but capital, whatever may be its nature, represents human agencies that are past, not agencies that are actually operating in the present; and would be absolutely sterile unless living human effort made use of it. It is, therefore, on the nature of the living industrial effort involved in the production of wealth that the whole discussion turns; and this living industrial effort is by the orthodox economists, comprised under the single name, and the single category of labor.

Now nobody must think that I am going to follow the example of Ruskin and Carlyle, and other distinguished writers, and attack the science of the orthodox economists as a no-science, whose conclusions—to quote Ruskin's language, are practically valueless and nugatory. My sole contention is that this science is incomplete, and that instead of denying itself it must complete itself; and that the point at which its extension must begin is this point which we are now considering—namely, its present comprehension of all the varieties of living industrial effort under the common name and common idea of labor. All varieties of such effort have doubtless certain features in common, and for certain purposes it is sufficient to group them all together. Thus chemistry assumed at one time that atoms were the ultimate particles

of matter; and for the solution of certain problems this assumption sufficed and suffices still. But new problems have dawned on the scientific world, and chemistry, in order to solve them, has to push its analysis farther, and has now reduced atoms to aggregates of minuter elements. Similarly, political economy is asked to solve problems now which, in the days of Adam Smith and Ricardo, had never so much as been mooted in any definite and coherent way. When the orthodox economists declared that labor was the only living human agency involved in the production of wealth, and that the value of commodities were measured by the amount of labor embodied in them, no one had thought of isolating the labor of the average man, of contrasting it with other effort of a more exceptional kind, and claiming for the former that it alone was productive; or that all effort, hour for hour, was of equal productive value. These economists indeed admitted from time to time that the labor of some men produced much more than that of others. Thus Mill refers to the productive power of mere thought. But, having paid these casual tributes to common sense, they made no attempt to give their admissions any definite form, or provide for them in their system any definite place. They were content, since in their day, no practical issue was involved, to leave all forms of living industrial effort, from those of a Watt or an Edison down to those of a man who tars a fence, grouped together under the common name of labor.

But if this crude analysis was deficient for yesterday, it is quite insufficient for today. If labor be taken to include industrial effort of all kinds, to say that labor is the source of all wealth is a platitude; and to say that all wealth ought to go to the laborers is like saying that all wealth ought to go to the human race. We have no foundation here for any of the distinctive doctrines of socialism. Socialism becomes a definite and distinctive doctrine only when the word labor is taken in an exclusive sense and stands exclusively for those ordinary manual efforts by which, as Count Tol-

stoy says, the palms of the hands are hardened; all other forms of effort, and the claims based upon them, being ignored. So soon as labor becomes definitely understood in this sense, and is in this sense appropriated by socialism as a militant school of thought, it is impossible to argue with them, and ask whether their theory be true or false, so long as we persist in using the same name, and considering under the same category the kind of effort which the socialists mean by the word, and which they recognize, and those other kinds of effort which they definitely ignore and exclude. The truth of the matter is, as I shall point out when I next address you, that the varieties of human effort involved in the production of modern wealth are not one but two; and that these differ not only in degree of productivity, but in kind—in the very nature of their operation; and that economists who attempt to explain the production of wealth today, whilst giving a single name to two different kinds of effort, are like a man who insists on putting his hands into boxing-gloves as a preparation for taking to pieces the delicate works of a chronometer.

The first thing, then, for us to do, under the pressure of novel circumstances, is to take up the problem where the orthodox economists leave it—to go on where they leave off. It is to take this mass of unanalyzed industrial effort which is involved in the production of wealth in modern civilization communities and see of what different kinds of effort the great total consists and how one kind is connected and co-operates with the other.

This question—the question of how wealth is produced—is the first question, in point of logic, with which it is necessary to deal, in considering the socialistic theory as to the manner in which it ought to be distributed. It should also be dealt with first as a mere matter of argumentative tactics, for in this way the question on which we first enter is a question not of what ought to be, but of what is. It does not involve us in any dispute with socialists as to who ought to get, and who ought not to get, such

and so much of such and such of the world's goods. We have merely a question of what are the different kinds of human action and faculties which are actually involved in the bringing of these goods into existence.

This, then is the question which we may call the statics of production, with regard to which I hope at our next meeting to address you. At present, the orthodox economists and the socialistic economists alike give us all human effort tied up, as it were, in a sack, and

and ticketed "human labor." I propose to open the sack, to spread out its contents before you, and ask you to examine them with your own eyes; and the result will be to exhibit not only labor, but capital also, the forces which capital represents, in a light very different from that in which they at present appear to the prophets and apostles of socialism, and to the multitudes who, more or less vaguely, are allowing themselves to be influenced by their theories.

A Woman's View of the Labor Question.

MRS. CHAS. A. BOWMAN, FT. WAYNE, INDIANA.

Probably no subject is more intelligently discussed and more highly commented on today than the ever-prevailing topic of Capital and Labor, or the advantages of the rich over the poor. This subject does not only apply to the millionaire manufacturer, society or club man, but comes right into the everyday life of the railroad employe whether it be in the train service, yard, clerical, or any other subordinate position. We who are directly interested in this by virtue of direct remuneration, or that of some member of the family, and give the question a little honest consideration, view the matter from an entirely different standpoint than the disinterested pecuniary employe or those whom it does not affect in any material way. The conscientious employe has his employer's interest always at heart and in his every-day duty is giving the company his very best service, physically and intellectually and the man whose sole aim is pay-day and over-time often grows to be an old man with a position as humble or even more so than when he began eighteen or twenty years ago.

The man who is giving his best efforts to his employer is almost certain of an advancement sooner or later. Conscientious, honest efforts are very seldom unappreciated and they have their reward in railroad circles just as surely as in

any other. A noted writer gives out his opinion that "a rich man is a sneak who rakes in all the good things of earth in his own muck heap, when he has raked in enough to feast a whole country sumptuously he is called a philanthropist and knighted, when he has financed some shady enterprise, ruined the shareholders of several companies, he receives the honorary degree of D.C.L. On hearing that a man has suddenly grown rich, the plain man instinctively asks "What deviltry did it?" and we almost invariably say that a man cannot accumulate such great wealth honestly, yet we have men pointed out to us whose exemplary life and honest tactics can scarcely be doubted.

The rich young man born with a silver spoon in his mouth, has immense advantages at hand if he is endowed with a capability of recognizing them. When he reaches a certain age his parents, if they have his welfare at heart and are intellectually inclined, begin to think about his education. They almost invariably turn to the classical view and very seldom see the need of a practical or professional future for him. He is sent to some expensive college and while there he may train as an athlete, work or play, absorb himself in the Y. M. C. A. or the races, read fiction or Shakespeare, study telepathy, psychic

phenomena, and equine pedigree, Swinburne, Darwin, Ruskin and the sporting papers. He may acquire debts and consume wine untroubled by responsibilities of taxes or the price of coal—verily, he has a delicious freedom which is denied the ordinary young man, while the young man who is born to poverty and hard work, if he is possessed of a mind that grasps after knowledge of either classical or practical form, must in common decency work out his own salvation. He must work during the vacation time in order to buy his second hand text books and must also work during the semesters at various things in order to honorably pave his way through the college or university to which his mind has been yearning.

One of the leading and most wealthy society women of the "400" in New York said that a man could not be a gentleman unless he had a college education, and a prominent newspaper man, in commenting upon her statement said that according to her statement, Jesus Christ was not a gentleman, neither was honest old Abe Lincoln or the late lamented William McKinley eligible under her version of the requirements of the word gentleman. So we see the unreasonableness of such narrow views, but some of the rich men attempt and do compel their sons under promises or threats to get into the practical side of their individual businesses. The son of one of the millionaire packers of Omaha, thirsting to get at the very bottom of his father's immense concern, took a forty dollar a month position in one of the various departments and attempted to put himself on the level of the other workmen, but the simple fact that he drove down to the packing house in a ten-thousand dollar automobile went a great way toward widening the distance between his fellow workmen and himself. We are too much afraid of being prigs to be natural; we pretend to vices too high for us and aspire to pleasures too far beyond our reach.

Great poverty is a great evil but by many recent happenings we see that great wealth may be a greater evil. Another writer has said that there is

a poverty so abject as to atrophy spiritual life. A wise man prays for neither poverty nor riches. Yet the rich young ruler went away grieved. A great many people, and especially those who class themselves under the name of socialists, are shocked by the inequalities and appalled by the violent contrasts of excessive wealth and abject poverty. After all, does it really matter whether one is born to luxury or labor, or with a mind to discuss the inferiority of Milton's poetry to Shakespeare's? Christ was a poor man, his trial was strenuous, yet neither he or his twelve disciples were unskilled workmen, therefore, is it necessary for a man, even if he is born poor, to be unskilled and unlettered in this great and progressive country of ours? Men high up in the world often view the various aspirations of the common workingman as impious and presumptuous, while in fact they are to be commended and glorified. We all know that the capitalist controls the great powers of the world but the really pleasant things of the world are not denied the ordinary workingman, he can sleep, eat, work, play and laugh. Some of these common pastimes are denied the most wealthy and highest officials in the land. If he is earning an ordinary salary he can even take his wife to hear European stars sing Wagnerian music and is often able to give his family a beautiful home.

Striving after the things out and beyond his reach has been the downfall of many a young man who might otherwise have become prosperous and prominent. The poor are necessary elements of civilization; the rich man and philanthropist are ever with us. Our pleasures are material. Intellect, imagination, fancy and love of beauty come never in our pastime, they are crushed out by the weight of wealth. Literature is dead, Art degenerated to mechanism, Poetry is almost a lost art. Conversation is becoming extinct. Manners gone, courtesy dwindled to a minimum. England is a plutocracy; the United States a despotism of trusts and war between capital and labor. France is warring with Christianity. Germany

is ruled by martial law. To what is our own country coming? The beautiful hills have become health resorts with a hotel on top and an electric railway around it; our lakes and rivers will be a reservoir for some new waterworks or to generate electricity and it is even possible with the progressiveness of the age that our church towers will become encircled with advertisements of cheap excursions. Wealth cannot despoil the seas although the waves may be covered with Standard Oil and dotted with torpedo and submarine boats.

The rich man gives a vast amount of money and signifies the gift with a herd of a thousand voices in the leading periodicals. The reproach of money value has become chronic; Christian charity means something warmer and deeper. Christ gave everything but money. He gave food, sympathy and bodily help, but never money. Exaggeration has destroyed our literature. Some meaning probably underlies the utterances which

to the average intellect would appear pregnant with unintelligibility. Striving after effect and exaggerated horror of the obvious has reduced our literature to a mere play of words. An ingenious juggle of phrases twisted and forced to express freakish phraseology, and various other things are happening that makes us stop and wonder where this great race for money is going to land us. We cannot help but be affected by it for no matter if we are rich or poor, educated or ignorant, we are bound to be drawn into the trough of this great sea whether we are interested much or little. Let us hope that in the near future by means of arbitration or otherwise, the yawning gap between capital and labor may be narrowed to a minimum. That the working man may receive a just remuneration for his labor, and that the rich of the land may make the golden rule a standard of human conduct and business, and the medium of exchange between himself and his employes.

I Remember.

I remember, I remember,
The pleasant job I had
Before Tom Lawson started in
To put things to the bad.
I used to raise my salary
In any old amount,
And help myself by fixing up
A big expense account.

I remember, I remember,
How glad I used to be
To figure out the graft I got
On every policy.
I let my son and son-in-law
Each have a goodly share,
Because I didn't want it all—
That wouldn't have been fair.

I remember, I remember
The day I sailed away,
And some one else now sits where I
In splendor used to sway.
The premiums are being paid
Just as they were of yore.
The hopper's filled, but I, alas,
May hold the bag no more!

—R. A. McCARDY.

EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

C. D. KELLOGG, EDITOR.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

Strike Averted on the Western Roads.

The country and employes are to be congratulated on the fact that the arbitrament of a strike did not have to be resorted to in order to settle the differences in matters of wages and conditions of service on the Western railroads. A good deal of misunderstanding seems to exist throughout the country among our own members and the general public as to the merits of the settlement. The organizations did not recede from the contention that the work of its members merited an increase in pay and better conditions of service. The settlement was a compromise in the interests of peace, and as such was, we think, good in every way.

The influence of the Erdman Arbitration and Conciliation Act was invoked by the roads as a last resort. It should be remembered that this act has in it no compulsory features, but simply recognizes a legal body whose business it is to stand ready to offer their good offices in the interests of peace.

A careful reading of the following, taken from the monthly circular of the Grand Chief Conductor, is, we think, quite conclusive in showing the wisdom of the settlement:

MEMORANDUM OF AGREEMENT between the ORDER OF RAILWAY CONDUCTORS and the BROTHERHOOD OF RAILWAY TRAINMEN, and a committee of General Managers of railways representing the following named roads:

ATCHISON, TOPEKA & SANTA FE RAILWAY,

ATCHISON, TOPEKA & SANTA FE RAILWAY, COAST LINES,

CANADIAN NORTHERN RY.,

CANADIAN PACIFIC RY. WEST OF FT. WILLIAM,

CHICAGO, BURLINGTON & QUINCY RY.,

CHICAGO & ALTON RY.,

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.,

CHICAGO, MILWAUKEE & ST. PAUL RY.,

COLORADO & SOUTHERN RY.,

COLORADO MIDLAND RY.,

CHICAGO GREAT WESTERN RY.,

CHICAGO & NORTHWESTERN RY. (For Trainmen),

DULUTH, MISSABE & NORTHERN RY.,

EL PASO & SOUTHWESTERN RY. SYSTEM,

FT. WORTH & DENVER CITY RY.,

GREAT NORTHERN RY.,

GULF, COLORADO & SANTA FE RY.,

HOUSTON, EAST & WEST TEXAS RY.
(For Conductors),

HOUSTON & TEXAS CENTRAL RAIL-
ROAD,

INTERNATIONAL & GREAT NORTHERN
R. R.

ILLINOIS CENTRAL RAILROAD,
KANSAS CITY SOUTHERN RY.,
MISSOURI, KANSAS & TEXAS RY.

SYSTEM,

MISSOURI PACIFIC RY. SYSTEM,
MINNEAPOLIS, ST. PAUL & SAULT

STE MARIE RY.,

NORTHERN PACIFIC RY.,

OREGON RAILROAD & NAVIGATION
Co.,

OREGON SHORTLINE RAILROAD,
ROCK ISLAND LINES,

ST. LOUIS & SAN FRANCISCO R. R.
SYSTEM,

ST. LOUIS, SOUTHWESTERN RY. SYS-
TEM,

SOUTHERN PACIFIC RY.,
ATLANTIC SYSTEM,

PACIFIC SYSTEM,
SAN PEDRO, LOS ANGELES & SALT

LAKE RY.,

SAN ANTONIO & ARANSAS PASS RY.,

TEXAS & PACIFIC RY.,

UNION PACIFIC RAILROAD,

WISCONSIN CENTRAL RY.,

THE YAZOO & MISSISSIPPI VALLEY
R. R.

ARTICLE A.—The rates of pay of passenger conductors to be increased \$10.00 per month, of baggagemen \$7.50 per month, of flagmen and brakemen \$6.50 per month, as applied to schedules and rates in effect November 1, 1906.

It is agreed that the railroads will not make reductions in crews or increases in mileage for the purpose of off-setting the increases of wages given passenger trainmen.

ARTICLE B.—Overtime in passenger service to be allowed on the basis of fifteen (15) miles per hour, computed for each part of the run separately. Time to begin at scheduled leaving time of train, or if men are called, at the time called to leave, and to end when relieved of train.

The overtime rates to be thirty-five (35) cents per hour for conductors, and twenty-three (23) cents per hour for baggagemen, flagmen and brakemen.

Thirty minutes or less not to be counted; over thirty minutes to be counted one hour.

ARTICLE C.—The rates of pay of conductors and brakemen in through and irregular freight, local freight and mixed train service to be increased ten per cent. over the rates of pay in effect November 1, 1906.

ARTICLE D.—One hundred miles or less, ten hours or less, to constitute a day in through and irregular freight, local freight, and mixed train service.

ARTICLE E.—Overtime to be paid pro rata in through and irregular freight, local freight, and mixed train service.

ARTICLE F.—One hundred miles or less, ten hours or less, to constitute a day's work in helper (pusher) and work (construction) train service; overtime pro rata.

Roads on a ten hour basis or less than ten hours for a day in helper (pusher) or work (construction) train service as of November 1, 1906, to increase ten per cent. the rates paid for such service.

Roads on a basis of more than ten hours for a day, as of November 1, 1906, in helper, (pusher) or work (construction) train service, to make no increase in the rates paid for such service.

ARTICLE G.—The increases herein granted to apply also to rates for special services, as specified in the individual schedules. Upon roads having a better basis for a day's work, or for payment of overtime, or other allowances, in passenger, freight, mixed, and work train service, or other service governed by their schedules, the acceptance of this agreement not to operate as a reduction thereof.

ARTICLE H.—The increase of four cents per hour in the rates of yardmen determined upon at the conference held at Chicago in November, 1906, it is agreed shall be made effective by roads parties to this agreement where such increase has not already been made.

The claims of the employes for a differential in yard rates in Denver, Colorado, and territory west of that point, to be withdrawn from these negotiations, without prejudice, and referred back to the individual roads interested

for adjustment by their respective committees.

All the above increases to be effective as of April 1st, 1907.

Signed at Chicago, Illinois, April 6th, 1907.

For the Railway Companies,

I. G. RAWN,
A. W. SULLIVAN,
W. C. NIXON,
J. E. HURLEY,
F. O. MELCHER,
GEORGE T. SLADE,
J. M. GRUBER,
R. H. AISHTON,
A. L. MOHLER,
D. L. BUSH.

Committee.

For the Order of Railway Conductors,

A. B. GARRETSON,
Grand Chief Conductor.

For the Brotherhood of Railroad Trainmen

P. H. MORRISSEY,
Grand Master.

Also herewith the acknowledgement transmitted to the collective committee by the hereinbefore named board of conciliation, which shows the view taken by those who were in contact with the situation:

CHICAGO, April 4th, 1907.

MR. A. B. GARRETSON,
G. C. C., O. R. C.,
Sherman House, City.

MR. P. H. MORRISSEY,
G. M., B. R. T.,
Sherman House, City.

Gentlemen:

It is a great gratification to receive your communication of this date informing us of the action of your committee in accepting our propositions to you, of yesterday, as the basis of settlement of the controversy now pending between the railroads represented by the Committee of General Managers and the employes represented by your respective Organizations.

The propositions we presented to you as a basis of settlement, and the acceptance of which we urged upon you, were at the same time presented to the committee of General Managers, in identical

terms, and the acceptance of these terms was strongly urged upon them by us. We have received from them their acceptance of these proposals. Your Committee and their Committee are therefore in agreement now on the terms of settlement, and can meet together to complete whatever details may be necessary.

We have been deeply impressed by the splendid spirit in which you have met all our proposals during our efforts to bring about a settlement of this controversy, by your frank recognition of the public interest involved, and by your willingness to take these considerations into account. We fully realize the earnestness with which your organizations were pressing their claims, and their deep sense of the justice of these claims, and the responsibility to them that rested upon you and your Committeemen, but a point has been reached in these negotiations when in view of the peculiar conditions now surrounding the industrial world, we felt it our duty to urge upon you to let the public interest be the paramount consideration and ask you to waive claims that we know you feel to be fair and reasonable. Your generous response to our appeal has not merely been gratifying beyond measure to us, but it must win for your organizations and for their leaders and representatives an increase in that public confidence and respect that you had already won and have so long enjoyed.

Very Sincerely Yours,

MARTIN A. KNAPP,

Chairman Interstate Commerce Commission.

CHAS. P. NEILL,

United States Commissioner of Labor.

The method followed in this case is an innovation in the history of railway labor dealing. There were no precedents established by which we could be governed. The very magnitude of the movement itself created conditions with which we had never been confronted and attracted to it public notice and attention that were before unheard of and would have created conditions, had it become necessary to call our membership in that territory out on strike, that would

never have had a parallel in the history of the labor movement. The men on the committee took these facts into full consideration, recognizing the interests of the public in the question and, by their judgment in accepting a settlement below that which they all believed they were honestly entitled to, fully demonstrated the fact that even when admittedly possessing the power to absolutely enforce their demands, they were governed by a spirit of moderation and not by that spirit of tyranny which has usually been ascribed to organized labor when placed under the conditions here outlined.

The increase became effective on all the forty properties on the first day of April and thus, within a week less than three months from the assembling of the first committee, our members on all the lines represented are in possession of the increased rates, and that too, without any disturbance of friendly

relations, while in the movement of 1903, where the committees assembled on the same date, the rates did not become effective on the lines latest settled for until the first day of July or August.

While there will be many of our members who will hold the belief that when we held what we believed to be absolute power to enforce our demands within our hands, that power should have been exercised, I am of the belief that the great body of our membership will recognize the fact that the amount of increase that we secured peaceably, is of far greater value to the members of the organizations than would have been a greater per cent. of increase after the trial of battle and I believe that every member of the organizations in the territory in question has reason to congratulate himself, not only on the results attained, but the methods by which they were secured.

Eastern Association of General Committees, O. R. C. and B. R. T.

A growing sentiment among the members of the two organizations on the lines of railway in the Eastern territory in favor of the formation of an Association similar in purpose to the Western Association of General Committees was apparent, and under date of February 14, 1907, a circular was sent out addressed to "Chairmen and Secretaries, General Committees and Divisions and Lodges of the O. R. C. and B. R. T. representing roads in the territory east of Chicago and the southern main line of the Illinois Central R. R., north of the Ohio River and of the Chesapeake & Ohio R. R., west of the Hudson River and South of the Great Lakes, calling a meeting of general chairmen for these lines to be held at Buffalo, N. Y., Wednesday, Mar. 27, 1907, at 10 o'clock a. m."

Later it was thought advisable to include the New England States and the principal lines in Canada east of Fort

William, and notice was given accordingly.

In response to that invitation 41 general chairmen of the O. R. C. and 39 general chairmen of the B. R. T. for systems in the territory mentioned met at Buffalo March 27, and 28, 1907, and assisted by Grand Senior Conductor E. P. Curtis (O. R. C.) and Assistant Grand Master W. G. Lee (B. R. T.), organized the "Eastern Association of General Committees of the Order of Railway Conductors and Brotherhood of Railway Trainmen."

The following roads were represented by delegates from both the O. R. C. and B. R. T.: Boston & Maine; Boston & Albany; Baltimore & Ohio; B. & O. P.; Buffalo & Susquehanna; C. R. R. of N. J.; C. H. & D.; C. I. & L.; C. C. & St. L.; C. I. & S.; D. L. & W.; Erie; Grand Trunk (East); Grand Trunk (West); G. R. & I.; L. S. & M. S.; L. E.

& W.; Michigan Central; Maine Central; N. Y., C. & St. L.; N. Y. C. & H. R.; N. Y., N. H., & H.; P. R. R. (East); (B. & A. V. Div. not represented for the B. of R. T.); Rutland; Staten Island; Southern (St. L.-L. Lines); T., St. L. & W.; Vandalia; W. & L. E.

By delegates from the O. R. C. only: B. & O., S. W.; C., C. & L.; C., A., N., C.; D. & H.; E. & T. H.; Hocking Valley; Kanawha & Michigan; N. Y., S. & W.; Pere Marquette; P. R. R. (West); T. & O. C.; T. H. & B.

By delegates from the B. of R. T. only:

L., E., A. & W.; Lehigh Valley; Philadelphia & Reading.

By-laws were adopted under which the jurisdiction of the Association was fixed as including all systems lying principally east of the Illinois Central main line, north of the Ohio River and Chesapeake & Ohio R. R., including lines in Canada principally east of Ft. William. It is to be hoped that by united effort conditions can be improved, and it now remains for the membership to give consideration and assistance to the Association.

Some of the Subjects Discussed at the Recent Meeting of the American Railway Association.

The semi-annual meeting of the American Railway Association has just closed its session in Chicago. This is the most powerful organization of its kind in the world and its findings and comments deserve careful attention by the public. Some of the most prominent operating officials in the United States claim that bad steel rails are causing many of the disastrous wrecks which for a number of years have been making American railway operation more or less of a byword and a reproach.

Aided by chemical experts and noted metallurgists, a committee composed of prominent operating officials has been making a quiet investigation which has convinced its members that the time has arrived to make a demand on the steel rail manufacturers of the country for material which will make the operation of American railways a great deal safer.

The decision was not arrived at until the experts convinced the railway men that an exceedingly dangerous percentage of the steel rails manufactured today have the latent flaw which causes them to snap and break under the impact of a fast train and thereby spread death and ruin.

The association members have evinced a willingness to go into the question of

steel rails from all sides and from an unbiased standpoint. They admit that possibly changed operating conditions, such as heavier trains, greater speed and the introduction of electric motors, may have made it advisable that new rail specifications should be adopted. Wherever the blame, however, they insist there are too many broken rails and that a rail should be manufactured upon which operating officials may depend with reasonable certainty.

Among the reports which had been prepared for presentation to the general meeting of the association was one by the committee on "standard rail and wheel sections." This committee took up the problem at the October meeting and held a session in New York on Feb. 6. Among other things the report states:

The question of proper specifications for the manufacture of steel rails, which was referred to your committee at the October meeting, has been given careful consideration, and the committee has called to its assistance a number of expert chemists and metallurgists. A sub-committee has been appointed to prepare a draft of proposed specifications to form the basis of a discussion with the steel manufacturers, and when this draft is ready it is the purpose of your com-

mittee to take the matter up with all the American makers in an effort to improve the quality of material in steel rails. It is thought that something substantial can be accomplished in this direction if the unanimous approval of the members of the association can be had of the reasonable suggestions of the committee.

The introduction of electric motors of low center of gravity, long, rigid wheel base and wheels of small diameter no doubt will have an effect on rail wear in the future. The effect on the rail in the London tubes has already caused comment and has led to a suggestion for the appointment of a committee of English engineers to investigate the subject.

The committee's report on standard rail sections was approved unanimously. Before a vote was taken G. L. Peck of the Pennsylvania stated to the association that the committee felt that it was time to make a demand on the steel rail manufacturers for a better rail.

"We want to tell them emphatically," he said, "that the present rail is not satisfactory. We do not want to take this stand, however, unless we have the unanimous backing of this association. Accordingly I would like to ask any man who is not in favor of this report to rise."

Not a man arose and the manufacturers will be told that the present steel rails are not up to specifications and that a better and a safer rail must be provided.

When the committee considered the question, it is understood, they had before them several broken rail sections which had caused accidents in the East and which their chemists' and metallurgists' reports showed to be imperfect. One of the theories entertained is that the new processes employed in the manufacture of steel rails result in many imperfect rails owing to the short time given for cooling. In former days where a mill had a capacity of only 3,000 or 5,000 tons a week, more care was exercised in all of the various steps of the manufacturing process, whereas now the big capacity mills are said to rush orders through with imperfect inspection and imperfect process.

The committee on safety appliances,

which has under consideration the compilation of a standard code of air brake and train air signal rules, reported it would not complete its work for six months. The committee submitted statistics showing that all the railroads are rapidly extending the use of the air brake to freight trains. January 1, 1907, the total number of freight cars in service on the 290 railroads represented in the association was 1,902,582. Of this number the committee reported 1,795,271 were equipped with air brakes and 107,311 were without this safety device. The number of locomotives in service was 51,518. Of this number 51,491 were equipped with power brakes, leaving but twenty-seven engines in the United States and Canada without power brakes.

The car shortage question was dealt with as follows:

During the month of February the railroads of the United States were, it is estimated, nearly 150,000 cars short of demands made by the actual traffic offered for transportation.

This fact was given to the American Railway Association at its closing session and the knowledge of it won the day for drastic measures to correct the prevailing car shortage.

In the report of the car efficiency committee it was stated that according to reports from 68 per cent. of the railroads of the country, which own 79 per cent. of all the freight cars, the February shortage amounted to 103,105 cars. In January the shortage among these same lines aggregated 83,110 cars. The problem of car shortage, the operating men declare, is today the greatest and the gravest which the railroads have to face and to solve.

It was stated that a searching investigation made by the committee disclosed that the car shortage was not due to decreased car efficiency, as the records showed that the average daily movement of all freight cars had been 25.4 miles. It was concluded, therefore, that the shortage was due to "the extraordinary increase in the demands on the railroads."

The committee also reported that it

had confirmed the general opinion that a great deal could be accomplished to improve the situation which has been effecting a partial paralysis of the business of the country. The situation could be improved, it was stated, first, by the railroads themselves; second, by the railroads in their relations to the public; and, third, by the railroads in their relations with each other.

These various avenues of improvement were summarized in the following recommendations, which were indorsed by the association:

1. That each railroad, so far as practicable, improve its own facilities and especially its motive power available for the movement of freight, and that the operating and traffic departments co-operate in improving car service and storage regulations, especially in reducing free time allowance for shippers to unload cars.

2. That each railroad in dealings with the public, secure all possible co-operation on the side of its customers in the prompt handling of cars.

3. That the association reaffirm the principles, as stated in a resolution passed October 24, 1906, that each railroad should be assured at all times the use of a number of cars equivalent to the number it owned, and furthermore, that the development of this principle by the American Railway clearing house be approved by the Association.

Both this committee and the committee on car service favored the continuation of the clearing house experiment until it should be determined beyond question whether it has efficiency in the matter of reducing car shortages. These committees also favored a car pool. It was stated by the car service committee that a car pool virtually existed now, whether the railroads liked it or not, but that the present car pool was car thievery—a car pool without regulation—and that it would be far better to have a pool with regulation.

To illustrate to what lengths this unrestrained car pool was leading, it was stated that one road in January, 1907, was discovered to have 143,703 more cars on its tracks than it owned. This was 70 per cent. in excess of its own

cars and more than double the entire car shortage of the entire country during that month.

In view of the facts the committee presented a supplemental report favoring the imposition of a penalty of \$5 for every car which is diverted—that is to say, not loaded back in the direction of the home road. This penalty will be assessed provided the road so diverting the car has an equivalent of 95 per cent. of its equipment in use at the time. The association also decided that all roads should be included next June in the 50 cents per diem agreement, which assesses that amount each day for the use of a car when on foreign rails in excess of a certain length of time.

It was also stated that the Association had ascertained that it would be legal for a railroad to refuse to permit its cars to go upon a railroad which had refused to become a party to the per diem agreement, so that all the railroads of the country will be forced in.

A communication was read from the Interstate Commerce Commission to the effect that two days was sufficient free time for shippers to unload cars. Acting on this the committee will try to get the ninety-six hour law in Connecticut repealed and also will try to get the free time allowance reduced all over the country to forty-eight hours.

It was stated that the car pool now had the control of 500,000 cars and soon would contain nearly all, if not all, of the railroads of the country. When this time arrives the car shortage recurrences in its present form, it is stated, will be impossible.

Officers were elected as follows:

President—W. C. Brown, senior vice-president of the New York Central lines, re-elected.

Second Vice-President—W. A. Gardner, vice-president of the Northwestern re-elected.

Additions to the executive committee—C. R. Gray of the Frisco System and I. G. Rawn of the Illinois Central.

Additions to the car service committee—Chicago & Alton, Pennsylvania and Central Railroad of New Jersey.

The Association decided to hold the October session at Norfolk, Va.

Industry, Gambling and Poverty.

Very rich men—Carnegie and Rockefeller for instance—may be absolutely sincere and movingly eloquent in their praise of industry and poverty, and it is to be hoped that such words may keep the lambs out of Wall street, but we have our doubts. We have no great hope that Wall street will ever lack for victims, regardless of the fact that these same victims know they are playing with a fate which will more than likely put them out of business. We believe that all the influence and all the pressure of able thinkers and doers should be exerted to the utmost to rid the country of the moral and financial ruins being constantly turned out of Wall street and other streets like unto it. Possibly if the frenzy for great wealth ever passes away the Wall streets will also become a thing of the past. But while we are perfectly willing to sit at the feet of these rich men and learn of the blessings of riches, it does not seem to us as quite in keeping with their present and past experiences of life to be so enthusiastic in their eulogies of poverty. It strikes us that the poor men are the best judges of poverty; of its hard sides, its deadening tendencies, of its monotony, care and privation. The drudgery of poverty makes a very nice subject for a poem for those without the experience, those with the experience write few poems on it.

We understand, of course, that a person may be rich in those basic qualities of mind and heart and soul which makes for the upbuilding of humanity, although poor in purse, but we fail to see how a modicum of this world's goods should tend to deaden those qualities. As a matter of fact there are many men who are actually poor, not poor in an imaginative or constructive way, but just right out and out poor, and their experience makes them better authorities on the subject than Mr. Carnegie, or any other rich man, and so far as we have noticed none of these seem to be as happy or joyful as he thinks they ought to be. The truth of the matter is that when all is said about poverty that can be said, the fact re-

mains that it is a curse, and the attempts to throw around it halos of poetry and garlands of sweet speech only go to make the ghastliness of it more apparent and realistic. The man who has never had to pinch a dollar till the eagle screams, before he lets go of it, and who has no idea of where the next one is coming from, isn't our ideal of the one to whom we would go to find out all about poverty. It's one thing to sit in a luxurious office or a costly home and think nice thoughts about the blessings of poverty and the desirableness of its discipline and it is quite another thing to be out on the firing line, so to speak, without a dollar, and nature abhorring the vacuum under your belt. One is theory, the other practice.

It is one thing to be "born poor" and work up to a competence and another to remain poor all through life. Those in the latter class, if they are wise, will agree with Mr. Carnegie that it is foolish to covet great wealth in the belief that it means corresponding happiness. They know that the keenest joys of existence—joys derived from nature, from family affection, from the exercise of the social virtues, from the good things in literature and art—are within the reach of men not in the least wealthy; and they are prepared to believe Mr. Carnegie when he says that wealth decreases happiness in its true sense.

But these same philosophers know that it is impossible for any enthusiastic multi-millionaire, in the exuberance of an after-dinner speech, to improve upon the biblical prayer, "Give me neither poverty nor riches." This sums up the law and the prophets on this subject. It is the "last word."

It is very fine to idealize the home of the boy "whose mother is nurse, seamstress, washerwoman, cook, angel and saint," but isn't the charming picture a little hard on the mother? The angel who is cook, washerwoman, nurse, etc., has little time or energy and no means for the pleasures of life—amusement, reading, travel, country walks, music. The

boy himself is perhaps limited to the penny arcade and the street corner for his recreation, and it is in his behalf that playgrounds and small parks and free trips to the country are demanded, with donations from millionaires, "born in poverty," for such purposes gratefully received.

No, no; the way to discourage the craze for wealth is not to glorify the poverty which means grinding labor, monotony, constant care and privation. It is to show that a modest competence is sufficient for happiness, independence and dignity.

Then, too, when very rich people

preach against the happiness of great wealth and glorify the poverty which means grinding labor and privation they are not generally considered sincere, and for the very simple reason that they can find people behind every bush who will gladly exchange poverty for riches. And also these rich people keep on accumulating riches. We would not be understood as preaching the gospel of discontent, because in quite large measure, contentment is riches—contentment in doing the best one can and enjoyment of the results of honest toil, not a contentment which spells stagnation.

Constitutionality of the Federal Liability Act.

It is gratifying to know that the constitutionality of the employers' liability act passed by the late Congress has been fully argued before the Supreme Court of the United States, and we shall soon know whether the clause giving Congress the plenary power to regulate interstate commerce enables it to provide that railroads shall be liable for negligence of their officers and employees in case of accident to employees to the full extent of such negligence, or whether, as heretofore, they are not liable to them at all.

In passing it may be interesting to note how the new employers' liability law of Great Britain hits all employers. William E. Curtis, writing in the Chicago Record-Herald, tells us that—"By the king's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and the commons"—for that is the way all the laws of Great Britain begin—every employer in the United Kingdom, whatever his business or his station in life, will be required, after July 1, 1907, to pay indemnity for injuries suffered by any employe from disease, accident or other calamity that may overtake him or her in the course of their employment. This is the effect and purpose of a new law en-

titled "An act to consolidate and amend the law with respect to compensation of workmen," and it is the second in a series of extraordinary enactments by the British parliament in obedience to the demands of the labor leaders, who seem to be having everything their way under the present liberal government.

There has been for many years a law of limited scope requiring that manufacturers, mine owners, and other large employers of men in hazardous labor shall continue the payment of wages to workmen who are ill or injured while in their employ, but the new law extends that principle to all classes of wage-earners, to every soul in the kingdom, man, woman or child, who receives a salary or wages less than \$1,200 a year in any occupation or any form of employment. It includes curates and other clergymen, college professors, school teachers, private secretaries, newspaper editors and reporters, choir singers, chauffeurs, butlers, coachmen, cooks, ladies' maids, farm hands, sailors, and even governesses, nurses, laundresses, sewing-women, charwomen and other "casual workers," as the new law describes them, who are employed by the job or do their work in their own homes for other

people. For example, if a woman takes home sewing, or laundry work or anything of that kind, the person for whom she is working becomes responsible for any accident that may occur or for any disease she may acquire while she is so engaged. If a man should be injured or get sick while putting in a load of coal or while going on an errand or repairing a roof or mending a window, or cleaning a chimney or doing a job of plumbing or tinkering of any kind about a house, the owner of that house will be required to support him and pay his doctor's bill until he gets well; and, if he should die, to pay his "dependent" heirs damages not to exceed the amount of \$1,500. Everybody comes under the law who is working for wages in Great Britain and Ireland, including all government employes except soldiers and sailors in the navy, provided their pay is not greater than \$1,200 a year.

* * *

The most extraordinary feature of the bill is paragraph C of section 1, which makes employers responsible for the neglect and carelessness of their servants, and the last clause reads: "If it is proved that the injury to a workman is attributable to the serious and wilful misconduct of that workman, any compensation claimed in respect of that injury, shall, unless the injury results in death or severe and permanent disablement, be disallowed."

In other words, if a workman shall lose his life or suffer permanent disablement by any accident, his employer is compelled to pay the lawful damages even when that accident is due to the man's own "serious and wilful misconduct." The fact that the injury is due to his own carelessness and neglect is not considered in any way whatever.

The amount that is to be paid in case of death cannot exceed \$1,500 under any circumstances, but must be a sum equal to three years' wages if less than that amount. The indemnity for total or partial "disablement" is 50 per cent of the ordinary wages or a weekly sum not exceeding \$5. If the workman is

under 21 years of age and his weekly earnings are less than 20 shillings they shall be paid in full. Under this law it is clear that if a person is repairing a roof or a furnace or a stove or is doing laundry work or any other temporary job, or if the chambermaid falls off a stepladder while cleaning the windows, and meets with a permanent injury, the employer is compelled to continue to pay him or her wages up to \$5 a week the remainder of their lives.

We imagine such an extension of the law would not stand much of a chance before our courts.

Regarding the Act of June 30, 1906, it will be remembered that two federal judges have held the statute creating this additional liability an interference with relations that are not covered by the commerce clause, while two or three other judges have upheld it. The issue, all agree, is of great moment on account of its close connection with the pure food, meat inspection and rate acts, as well as with current proposals for further control of corporations engaged in interstate commerce. In the opinion of Judges Evans and McCall, the liability act, was invalid first, it in effect regulated state as well as interstate commerce, and secondly, because the power to regulate interstate commerce did not include the power to regulate the relations and mutual obligations of the employers and employed in such commerce, and that to create a new liability, was in no sense to "regulate commerce between the states. It will also be remembered that it was from these two decisions, that appeals were taken to the Supreme Court.

It is no argument to say that the liability of a carrier is not commerce. "Neither are railways, bridges or ships commerce, yet their construction, location and use may be regulated and controlled by Congress when employed in connection with interstate commerce." The liability act, is an effort to gain greater security to life and limb for those engaged in or carried by interstate transportation. If the states can create such liabilities under their police power, can-

not Congress do the same thing in respect of interstate commerce and all its incidents? It seems plainly a "sound principle to say that an enlarged liability of a carrier for injuries sustained in his service would tend strongly to make him more cautious in all methods of operation," and "possibly the members of Congress thought that to increase to carriers the cost of accidents may be one way to lessen their appalling frequency."

It is interesting to learn that the learned and able Judge Emory Speer of Georgia has just sustained the same act in a case similar to those which Judges Evans and McCall decided adversely to the contentions of the government. Judge Speer had full opportunity to consider the alleged fatal objections to the statute, but he was not impressed by them. He holds that the power to regulate interstate commerce on land is of the same kind and degree as that to regulate commerce on the high seas, and that the power extends to and covers the conditions of the men engaged in handling the commerce or the instrumentalities of it. The connection between interstate commerce and employers' liability, which Judges Evans and McCall failed to see, is quite clear to Judge Speer, as it was, it may be added, to another federal judge in Arkansas, who also upheld the statute in question.

Such differences of opinion are not rare among judges, but when they affect constitutional questions they greatly disturb the administration of justice. It is well that the right of appeal in criminal cases, to settle constitutional doubts, has been conferred by statute upon the executive branch of the government.

We should be extremely glad to print the entire decision of Judge Speer, but will have to content ourselves with his closing words, as follows:

While I am aware that no determination of this great question will be generally satisfactory save that of the Supreme Court, I have not felt at liberty to await the decision of that great tribunal, and thus avoid the

responsibility of making my own determination of the pending case. I am clear as to the constitutionality of this measure, but if I were in doubt, I would uphold the law. It is a part of that splendid practical philosophy of government which is intended for the betterment of mankind. The statesmen who dealt with this question did not deal with abstractions. They were not enchanted with those flowers and blossoms which are sometimes woven into garlands to crown that divinity, the sovereign State. Like Lord Bacon in the *Novum Organum* and other works written to ameliorate the hardships of life, they were after "fruit." It is pardonable, perhaps, to declare that no court has gone farther than this in the maintenance of those "State rights" which are practical and valuable.

The laws of the State against the sale of intoxicating liquors within three miles of a country church or schoolhouse; to authorize municipal corporations to forbid the sale; forbidding marriage between persons of the negro and white races; the homestead and exemption laws; the laws forbidding the consolidation of competing lines of railway, in violation of the constitution and in violation of the national law against "combinations in restraint of trade," and other State laws, have been steadily and sincerely upheld. Here, however, no right proper to the State, or any of its instrumentalities of government, is drawn in question. Disquisitions upon profitless, inutile, or imaginary "reserved rights" have never been charming to the writer. Such structures of ratiocination—and I again borrow from Bacon—are "like the ox of Prometheus, a sleek, well-shaped hide, stuffed with rubbish, goodly to look at, but containing nothing to eat."

The law itself deserves the approbation of the entire country. Its incentive to carefulness on the part of those who control railways will be immeasurable. It will bring to many an honest, fearless heart the consciousness that he and his loved ones are insured against the folly and negligence of his fellows, whom he can not control.

Had it been of force in the past, thousands of our countrymen who are sleeping in untimely and tragic graves, might now be leading useful lives, and many additional thousands who now spend the interval of life which remains to them in the mortification of mutilation, and in its incurable suffering, might now be well and happy. Surely, at a period when every day brings its story of crashing and murderous collisions, of derailed and shattered trains, the long catalogue of the slain, the mangled and dismembered, such efforts on the part of government to extend its protecting care around its people, employed in its mightiest interest, should not be lightly discredited. The philanthropy and statesmanship which prompted it are not undeserving of such a eulogium as that pronounced by Macaulay on the philosophy of Bacon:

It has lengthened life; it has mitigated pain; it has extinguished diseases; it has increased the fertility of the soil; it has given new securities to the mariner

it has furnished new arms to the warrior; it has spanned great rivers and estuaries with bridges of form unknown to our fathers; it has guided the thunderbolt innocuously from heaven to earth; it has lighted up the night with the splendor of the day; it has extended the range of the human vision; it has multiplied the power of the human muscles; it has accelerated motion; it has annihilated distance, it has facilitated intercourse, correspondence, all friendly offices, all dispatch of business; it has enabled man to descend to the depths of the sea, to soar into the air, to penetrate securely into the noxious recesses of the earth. * * These are but a part of the fruits, and of its first fruits. For it is a philosophy which never rests, which has never attained, which is never perfect. Its law is progress. The point, which yesterday was invisible, is its goal to-day, and will be its starting post to-morrow.

The demurrer on all grounds is overruled.

A Montana Supreme Court Decision

We have received the text of the decision of the Supreme Court of the state of Montana affirming the judgment of the District Court of Yellowstone county, which has to do with the question of master and servant and personal injuries pleadings. The Supreme Court held that an action brought by a switchman against a railroad company for personal injuries alleged to have been sustained by him while in the discharge of his duties, complaining that the company so carelessly managed, operated and ran a train of cars as to cause him to be severely injured, is insufficient under either one of the so-called fellow-servant acts of 1903 or 1905, to admit proof of the negligence of the engineer in abruptly stopping his engine without a signal from the switchman contrary to the rules of the company. And they further lay down the rule in this connection, that where a person relies for recovery for

damages from a railroad company for personal injuries, sustained while in its employ under the provisions of the so-called fellow-servant acts of 1903 and 1905, which creates a *liability where none existed before*, he must set forth in ordinary and concise language a statement of facts showing his right to recover under these statutes, and as a conclusion to the arguments the Supreme Judge states that the complainant who seeks to base an action on any of the provisions of the employer's liability act must, by positive and direct averment of facts, show that the action falls within the particular provision on which he relies, and the Supreme Court then laid down as per above what they call a rule of that state.

This decision seems to be in harmony with the decisions recently rendered by Judges McCall and Evans declaring unconstitutional the Employer's Liability Law, the constitutionality of which has been submitted to the Supreme Court of the United States.

Trades Unionism Sound

Probably our best friends are those who criticise justly. A cause that cannot stand just criticism will fall of its own inherent weakness. The labor organizations are no exceptions to this rule, and it is but proper to say that they should be judged by their possibilities rather than by their errors; indeed that is true of any cause or undertaking.

Our attention has been called to an address on "The Labor Problem" by Professor Jacob N. Hollander of Johns Hopkins University. What he says isn't sugar coated, neither does it seem to have any flaws in it. The following brief extract is worthy of serious thought:

"Trades unionism is a natural and proper institution in modern industry. But let it be clearly and explicitly understood that it is trades unionism and not necessarily trades unionists that are thus vindicated. Trades unionism is, in short, what trades unionism does. As an economic institution it is to be appraised by its possibilities and its ten-

dencies, not by its occasional manifestations. Trades unionism may be wise and sound, and yet trades unionists may do wrong or foolish things. The same is true of religion and of democracy. In every case we cherish the system and blame those who violate its principles.

"Now and then, flushed with success or drunk with power, industrial liberty degenerates into industrial license, and the trades union becomes in the hands of corrupt or self-seeking leaders an instrument of brutal coercion that carries with it the seed of its own speedy destruction. More often foolish rather than vicious tendencies prevail. In short, as long as the trades union attempts to do those things for which alone it exists—the protection, education and improvement of industrial classes—and to do them by methods in consonance with social order and economic reason, it should be appreciated and supported as a wise and beneficent institution, even though its actual achievement falls far short of its program and be even marred by unfortunate and unwise incidents."

Hasty Conclusions

The old adage that "haste makes waste" seems not to have much force with the present generation—it seems to have been changed to read "get there", or "git there." In the quiet of their homes when people read of some appalling accident to a train running fifty or sixty miles an hour, they aver with much vehemence, that such speeds are very dangerous, yet if these same people were going to New York from Chicago and were offered their choice between two trains one of which made it in twenty hours and the other in thirty hours, we are willing to wager dollars to pennies that they would take the twenty hour train every time. This, we take it, is a condition found in all, or nearly all, the walks of life. Or, in other words, railroads, newspapers, churches,

theaters, fashions, etc., give the people just what they demand—sixty-mile an hour trains would not run if they were not patronized, newspapers publishing such superlatively immoral stuff as the Thaw trial would not be published if they could not be sold, preachers who indulge in the sensational would "cut it out" if the pews in front of them were empty, theatres which only deal with "horrors" would soon change if the box offices showed a different story, fashions, which dictate that "my lady" must walk on her toes, ape the kangaroo in external contour of body, and change the attachments of ribs and vertebra, would not prevail if such instruments of torture and unloveliness were not demanded.

The president of one of the older colleges of the east complains that the people of our day are deficient in the

matter of ability to think out things to logical and correct conclusions. In other words he thinks we lack depth. There are any number of people, he says, who are exceedingly bright and who have a superficial knowledge of many things; but when it comes to getting down and separating the false from the true by a process of sustained reasoning and investigation, they fail.

There can be no doubt of this. Moreover, it is natural that it should be so. Everything in this age makes for haste and superficiality. Nearly everything is being done under pressure. Newspapers publishing from a dozen to twenty editions a day have no time to verify anything, and such opinions as they attempt to give must be given off hand. If time were taken for verification some rival would score a beat in the matter of getting out the edition and that would never do.

The result of this sort of thing is that we are on the wrong track about half the time. At best we only guess and it is not to be expected we will guess correctly more than half the time, if that. Our magazines are made up only less hastily than our newspapers, and publishers

demand of popular authors that they keep them supplied with copy all the time. Our reading is as hasty as our writing and printing. The average business man scarcely gets beyond the headlines of a daily paper. Few people have time or patience to read an exhaustive article upon any subject. There is absolutely no time to think things over, so we just go ahead right or wrong, and when we find out we are wrong we may perhaps make an attempt to get out, and if that is not immediately successful, we let it go.

It is not to be expected, however, that we should keep on in this reckless style indefinitely. After a time—perhaps it will not come in our generation—there will be no new lands to exploit and few new fields to open up. We will then be obliged to give our attention to rebuilding and making perfect that which we have attempted hastily and in many instances bungled sadly. It would be better for us mentally and physically if this time should come soon. The average successful American is wearing himself out, running after the unattainable, or after wealth he does not need.

Conflicting Views of New Zealand Arbitration

Probably no feature of the Arbitration question has had as much publicity as the New Zealand Compulsory Arbitration Act. At one time we see articles commenting on it in the most flattering way, at another time we see other articles condemning it in the most unmeasured terms. Recently Mr. Robert C. Givins of Chicago, made a personal study of industrial conditions in New Zealand, and is very favorably impressed with the labor and arbitration laws of that advanced colony, and is earnestly commending them to the attention of labor leaders, students and employers as embodying a solution of the strike problem. He found the relations between capital and labor in New Zealand in the main very satisfactory,

and he heard no complaints against the court of arbitration. "When a case," he is reported as saying, "comes up before this body it is a matter of business from the word 'go.' The whole affair is settled within a brief time, without wrangling and bitterness and ill will. As the decisions are binding, and strikes or lockouts are prohibited, the disputes that arise cause no loss and no interruption of industry or commerce.

Many other disinterested and intelligent men have made similar reports to European and American communities of the strikeridden class concerning the successful system of compulsory arbitration in New Zealand. That testimony is, of course, weighty and important. It is but fair to remember, however, that some observers have called attention to the alleged seamy side of

the system and have quoted employers, labor chiefs and impartial local editors in support of the statement that the system is "breaking down" and failing in its principal object.

In the London Times of April 8, there appeared a three-column letter from the Wellington correspondent of that newspaper, in which communication the story of three strikes, all of them serious, is told. In each case the arbitration act was ignored, its penal provisions were defied, and concessions were extorted from the employers without appeal to the court. The correspondent says that New Zealand "can no longer be called a land without strikes," and announces "a crisis" in connection with the working of the arbitration system.

The minister of labor, in a public statement, expressed deep regret at the action of the men in violating the law and announced vigorous prosecutions. The employer's federation, the correspondent further says, has little faith in the act, and feels that the strikes in question spell its utter breakdown. It is fully expected that a number of unions will "cancel their registration so as to apply the strike principle when the demands of workers are not acceded to by employers."

The New Zealand Times of March 18, 1907, in an editorial on the situation said:

"Two facts emerge prominently from the thoroughly satisfactory termination of the strike of Canterbury slaughtermen. In the first place it has been shown upon the first time of asking that the arbitration act is not merely a disembodied principle whose theoretical value is universally admitted, but is a highly efficient and powerful place of practical law. In the second place the colony is made aware that there has grown up during the past twelve years of industrial peace a new kind of public opinion, a taste that is for sanity and order in a sphere formerly governed by no better law than that of "tooth and claw."

So much it is easy to see now that the air has been cleared. Not the least satisfactory feature of the settlement is

the fact that it was not found necessary to imprison any of the strikers and that the men are all making arrangements to pay the price of their deviation from the path of loyal obedience.

"We are all going back to work with a good heart," says the president of the Slaughtermen's Union. "We hope that all ill feeling in the matter is buried."

At the same time it is obvious that unless the government had taken a firm attitude a settlement would probably not have been reached at all. No doubt the view of the slaughtermen generally from the beginning was that the act could not touch them, but the publication of Dr. Findlay's opinion caused quite a rush of men anxious to discharge their obligation. That opinion has turned out to be correct.

Judge Cooper declared on Saturday that the judgment he had given would establish the effectiveness of the arbitration act. It is now generally known by workers and employers that the machinery of the arbitration act was efficient to enforce a due compliance with its provisions.

The lesson of the whole business is the lesson of all strikes—that they are a crude and unsatisfactory method of settling disputes. To say that the strike system has received its death blow would perhaps be too much, but it is certain that the act hereafter will do the striking and will strike hard if the need arise.

Readers of this will please understand that the New Zealand arbitration act was gotten up principally by the labor unions of New Zealand to prevent loss of work pending a strike, and in the only strike or attempted strike they have had for twelve years the slaughtermen were evidently ill-advised and were told to disregard the law, as it could not reach them. In this they found that they were mistaken, and the employers also found that they were mistaken, because the arbitration act reached them with as much force and effect as it did the employes, and settlement was made in this case in which slight concessions were allowed on both sides, the men receiving their increased pay demand and the em-

employers being compelled to grant certain demands in relation to the work, but at the same time gaining some concessions.

This arbitration act of New Zealand compels the placing of confidence in one person representing the labor unions and another the employers, and makes it obligatory that they must decide for their respective parties and do the best that can possibly be done in face of everything, and then requires that there shall be no "kicking" by either side after the settlement or decision is rendered.

The judge, who is the third member of the court of arbitration, seldom gives a decision in a case except where these two cannot agree and their differences are slight. This slaughtermen's strike was a protest against the decision of the court, and from the result it may be a long time in New Zealand before another dispute of this kind will occur. Hundreds of disputes during the past twelve years have been satisfactorily settled by the arbitration court, and every labor union man in New Zealand, with the exception of a few radicals, seems to be thoroughly impressed with the justice of this act.

It might be stated that in New Zealand the proportion of wealth per person is greater than in any other country in the world, and arbitration has had much to do with this condition. Out of a population of less than a million at the end of the year 1905, 276,066 persons

had money in the savings banks, and their joint deposits aggregated \$43,331-, 495. There were no idle people in the entire country and not a single man out of work.

Of course all this looks very nice on paper, and undoubtedly is a good thing for New Zealand, but the extent of this country and its complexity of population does not appear to us as a good place to try compulsory features of arbitration. If a corporation or an employer having trouble with their employes, should be subjected to compulsory arbitration, and the award should be such that it would work an actual loss if they continued to do business, it is difficult to see how such employer could be compelled to abide by the award; or on the other hand if the award was such that the employes could not make a living at the wages, it is difficult to think how they could continue in such employment. It will not do to say that such conditions would never arise, because we know that they might.

We believe in arbitration, arbitration that brings the contesting parties together in earnest friendly consideration of their differences, but we do not believe that compulsory arbitration will ever obtain in this country. The compelling force of public opinion, after the facts are all known in any controversy between employer and employe, is, we believe, as near "compulsory arbitration" as we will ever get in this country.

The People's Cause.

The people's cause, in spite of all its foes,
Is moving on.
Their night of pain is drawing to a close.
"Twill soon be gone.
And with the passing of the night will come
A season of sweet rest, of perfect home.
The purple east is rosy with the dawn
Of coming life;
The fatal glamour is at last withdrawn
From toil and strife.

And now, for all, Hope shoots its gleams afar,
And love shines forth, a perfect guiding star.

We hail with joy this last new birth of time.
Tranquil and calm—
Peace, plenty, brotherhood, in every clime
Shed healing balm;
And life, new life, pulsates through every vein,
Justice and love o'er all the earth doth reign.

—G. J. Wardle in *London Railway Review*.

[We have many times been accused of being optimistic, but after reading the above we think the accusation is unfounded.—ED.]

LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

Detroit Division, No. 48 and Division No. 44, L. A. to O. R. C. held a join installation of officers followed by a banquet December 22, 1906. Sister Hart was installing officer. A very handsome cut glass berry dish with plate glass mirror stand was presented to her for the two years of faithful service. We wish to say right here before going farther that Division 48 can congratulate themselves on having such a fine Chief Conductor, Brother Brodie.

Sister Lovell, of Windsor, Ont., is our newly elected President. Her dear motherly manner and sweet disposition in which she conducts our meetings, will surely make the year a pleasant and prosperous one. We are very proud of our President. However, our officers are well selected, and assume the dignity and ability. In listening to the minutes we find our funds a little low. The coming convention reminds us of the fact, so must hustle. Sister Hart suggested we have a series of ten cent socials held at different homes. The first social was held at the home of Sister Hart, Past President, on Valentine's day. A beautiful musical program was given by her son and daughter. By-the-way, some of the ladies had their sewing with them, but they never unrolled it, showing intense interest, a dainty luncheon was served, and it being Valentine's day, all were presented with a cupid heart tied with the colors of our Order. A neat sum was realized and all went home thinking they had been royally entertained. It will take much too much space to write up about the other parties, only I can say they were very successful. They are beneficial because it brings us nearer, and we thank them for the untiring energy in their effort to make them a success. Division 44 is hustling for new members. We have initiated two and have several petitions granted. The Auxiliary is raffling a gold clock. A neat sum is expected. All these pleasant affairs are what help to make the life of the Division.

Let us enter this year with a vim, and kind words and thoughts, and let the atmosphere of our meetings, to the new Sisters as well as the old, inspire us with the lesson of our motto—Charity, Truth and Friendship. May God's blessing be upon your O.

R. C. members especially to Division 48, for their kindness to our Auxiliary. We hope to show our appreciation with the most kindly feeling.

Detroit, Mich.

LILLIE B. STEPHENS.

Editor Railway Conductor:

Since I have been elected to my new office Eastern Star Division No. 8, it is my duty as well as pleasure to write a letter for THE CONDUCTOR a least once in three months. I hope to say something that will be of interest and for the good of the Order. You will notice the line of progress I am advancing in, is Division work. Stepping from the presidency of our Auxiliary to correspondent of the same. Well we can't all be presidents and I am one of the kind that thinks that one office is as important to fill as another, if we live up to our obligation and work for the good of the Division. There is an old saying, "The pen is mightier than the sword," so I am convinced that I am well armed for the fight, and will advance in my new line of battle, with the knowledge that my predecessor was by far my superior, but then, she went to school longer than I did. Auxiliary work, you know, is a school to all of us who make it such.

Let us all go to school and learn all we can. Let us make our constitution and by-laws a thorough study, and then we will not be apt to say there is no use in this, or no use in that, but we are bound to become more interested in this work and the world will be made the better for our having lived in it.

Again, let us stand by our new officers, for remember that if we do not co-operate with them in the work, we are a hindrance instead of a help. Then let us be patient—bear and forbear with one another. These to my mind are beautiful words, and when put into action are still more beautiful. "I shall pass through this world but once, any good, therefore, that I can do or any kindness that I can show to any human being, let me do it now. Let me not defer or neglect it, for I shall not pass this way again." Oh, for this sweet spirit of charity made manifest in each of us, and the truth that shall stand. Let us be true to our colors, and thus enlarge our circle of friendship. As there is

not all good in the best of us, and not all bad in the worst of us, let us try to improve the talents or talent given us.

I think Brother Mox of Harrisburg, has the right view of patience, and it goes to show that we have poets as well as conductors belonging to the O. R. C. Then there is Brother Elliott of Division 44, O. R. C. My, how burdened he must be with offices. But where, oh where, is the correspondent of Division 187, O. R. C.? It seems like ten years ago since I have noticed a letter in THE CONDUCTOR from that Division. Is he lost, strayed or stolen, or does he not have anything to write for the good of the Order?

Socials and receptions have been a feature of our Division and of course, good fellowship reigns supreme, and now as the time for Grand Convention draws near I hope this one may be the most successful one ever held. To me Grand Convention seems like one of the happy family reunion of the L. A. and O. R. C. to act on, and make new laws that will be better for all concerned. Now, if this letter appears in the pages of THE RAILWAY CONDUCTOR I probably will write another.

Sunbury, Pa.

CORRESPONDENT.

Editor Railway Conductor:

After many brilliant flashes of silence it is time that Fidelity Division, 158, should be heard from.

The social meetings planned for the winter months were a source of pleasure to all the members and their husbands. The original plan should have been a social meeting every two weeks, but so many other calls came, that but four have been held and we are all anxiously watching for the next in line. The membership are called upon alphabetically, two Sisters taking the responsibility for the entire evening's entertainment.

Our Division has been organized for several years and now are mourning our great first loss, in the death of Sister Frances M. Brece. These sad occasions call for our warmest sympathy, which is often hard to express in words.

Our President, Sister Sorrick, has been very ill but we are pleased to know that she has recovered.

Since our last communication to THE CONDUCTOR there have been several additions to Fidelity 158. Our Division should be pleased to note there has been no change in the cover of our good RAILWAY CONDUCTOR, for some time since it gives so prominent a place to our title.

Chillicothe, Ill.

MRS. WILLIAM W. DRAKE.

Editor Railway Conductor:

With 140 strong, our banner still waves over Division No. 6. I am happy to say our Division has never been so united and prosperous, and, that in our abounding good fellowship lies our strength.

Our election of officers for the year 1907 was a veritable love feast.

To some of our members during the past year, great sorrow has come. Sometime in some manner a cross enters into every life, and to those who are bereft of their dear ones, our hearts go out in sympathy. Yet days of sunshine are given to all.

But into each life some rain must fall.

Many beneficiary and social functions have been given by Division No. 6 in the past twelve months.

On the afternoon of March 22d a union meeting was held. Banner Division entertaining three Auxiliaries, G. I. A. to B. of L. E., Auxiliary to B. of R. T., Ladies Society of the B. of L. F. and Auxiliary to S. M. A. A. We were privileged to have with us Cassie Clark, Grand Officer of the B. of R. T. and our own Grand President, Mrs. Moore. Speeches, toasts, music and banquet were enjoyed by all.

A happy thought was the coming together of these Auxiliaries. Everybody seemed to greet every other body with hearty hand clasps and cheery smiles, and what better tonic could be administered? It gives fresh strength to the weary and despondent, and is a help to the giver as well as the receiver. Then let us laugh and scatter sunshine, for laughter is the sunshine of the soul, the treasure of the humble and the enemy of grief. Then too,

'A laugh is good, and a smile is good,
And a friend in all kinds of weather,
The world is good and the Auxiliaries are good,
And we are all good comrades together.'

Toledo, Ohio.

MRS. EFFIE W. PRINCE.

Editor Railway Conductor:

Division 47 has again honored me in electing me President and correspondent. We held our installation the first meeting in January.

Many of the Sisters have sickness and sorrow in their homes.

We expect to have Sister Wiltse with us at our last meeting in April.

A Sister asked me the other day if I thought there was any harm in laughing, in answer I will say no, laugh when ever you can, laugh all you can, laugh as hearty as you can, but be sure you always laugh last for the one that laughs last laughs best. Isn't that so, Sisters? I have found it so.

Harrisburg, Pa.

MRS. E. E. DARE.

Editor Railway Conductor:

As nothing has been heard from St. Louis Division No. 11, for some time, I am going to tell a few things about what they are doing.

The public installation of officers of the brethren of the O. R. C. and the Ladies' Auxiliary, was held jointly; both doing fine work.

The ceremonies then being concluded all went down to the dining room and were served with a turkey supper to which all did justice and enjoyed themselves. We have taken in four new members and have quite a number more in line. At both the initiations refreshments were served by some of the Sisters and all had an enjoyable time.

Sister Dermaw gave the first tea this year and is the banner tea so far, there being about forty ladies present.

Sister Blaney entertained in March. Everyone always has a good time at her home.

Sister Flory has gone to Texas to visit her husband who is now located there.

We have very good attendance on an average, but not as good a showing as we ought to have. Sisters

what is the matter—do you forget that you are still a member and ought to give us your support?

There has been quite a great deal of sickness this winter among the families of the Sisters, but all are about well again.

Sister McQueen has moved to California, also Sister Wilson. Sorry, Sisters, to lose you.

We meet every first and third Wednesday of each month, and extend a cordial invitation to all Sisters visiting St. Louis. CORRESPONDENT.

St. Louis, Mo.

Editor Railway Conductor:

Cascade Division, No. 236, is anxious for another talk with the Sisters. I will take time and let the Sisters know what we are doing. We started out with a membership of 21 and have today 28 with new ones joining nearly every meeting. We had a very nice social a short time ago at Sister Frist's and cleared ten dollars for our treasury. We are all working hard for our Auxiliary and the brotherhood of conductors. We have had quite a little sickness this winter.

On April 4 Sister Deputy Ody was with us to help us along and she brought quite a number of Sisters from No. 96, and also No. 194. Olive Branch degree team put the initiation on for us with the new candidates for which we thank them. One of the visiting Sisters showed us how to do the bear dance. We will have to send for her to come again as some of our Sisters are anxious to learn the dance. After meeting we had a short social session, serving lunch, after which the visiting Sisters were taken to the home of Sister Battley where a fine dinner was served. We hope to see them back again soon. I would like to ask a question of the Sisters and Brothers, why have we no recognition sign for the Brothers or they for us? I would like to know what some of the Sisters or Brothers think. MRS. C. M. FROST.

New Castle, Pa.

Editor Railway Conductor:

"A bird is known by his note and a man by his deeds," and when one stops to think of this, it is certainly more truth than fiction.

Now, as the time for the convention draws near, how our thoughts travel backward to the preceding trip and the little bits of interest which happened by the way side. We of the east, who traveled westward, whilst crossing the mountains, stopped at several of the stations, where the children came to the windows with their little boxes, calling "specimens for sale;" how many of us not used to seeing such an abundance of ore, pondered over the old adage of our grandparents, that all is not gold that glitters.

So it is with human nature, all is not gold that glitters. The still waters which run deeply, in other words, the quiet workers, honest and true to justice, upright in all dealings, these are the true specimens, having little faith in outward demonstration, believing in deeds and attainments rather than expressions.

As our organization increases so proportionately the responsibility increases, and for such work, what is it we require? Women with the ring of

clear steel. Like the needle in the haystack we have them in our ranks, only to be sought for, brought forward and appreciated.

I have one, particularly in mind, Sister Drake certainly has proven true, that new life and principles are a conclusive proof of needed strength in the offices of our grand Order. She ought certainly to command great respect and loyalty, from the highest to the lowest, of all those interested in our insurance question.

We are pleased to report that Providence Division, No. 228, is now standing alone, having reached its first birthday. The Mascot Sisters of Division No. 59, of Boston, helped to celebrate the day, and from the smiles on the twenty-two faces on the return trip—well, to say they enjoyed their entertainment would be putting it briefly.

After that it was Mascot's turn to entertain, which we did by giving a costume supper. With all due respect to our Sisters "we did everything up brown," as Boston has a name for doing.

Little did we think, as one of our oldest members sat there and enjoyed the entertainment, that before receiving notice of our next regular meeting, she would have been called to the meeting with the dear ones beyond.

Yet would we say what every heart approves

Our Father's will.

Calling to him the dear ones whom He loveth,
Is mercy still.

Dedham, Mass.

MRS. E. W. SMITH.

Editor Railway Conductor:

It is again time for Edgar E. Clark Division to be heard from through THE CONDUCTOR. We have had several socials since I wrote last which have all been very enjoyable, the last being held at Sister Steed's which was largely attended. We had a spelling bee on the 5th of April for the benefit of our treasury which was a success. Sister Craig proved to be the best speller present and won the prize which was a lovely gauze fan.

Mr. Cliff Cunningham won the knife, which was the gentleman's prize. We are expecting Sister Garr, the District Inspector, to be at our next meeting to inspect us. We are looking forward to this with a great deal of pleasure as we have never had a Grand Officer to visit our Division before, and we feel that we are very much in need of instructions in the work.

We are glad to have Sister Stowe out to our last meeting, as she has been on the sick list some time. We have added two new members to our Division this year and hope to have several more before the year is out.

We are looking forward to a prosperous year and hope some of our Brother conductors will assist us in getting their wives to join our Order.

Macon, Ga.

MRS. P. W. MARTIN.

Editor Railway Conductor:

Omaha Division, No. 242 has been busy preparing for a card party and dance, which was given April 10. Although we hoped for success in this, our "maiden effort," at entertaining, we did not anticipate the large number of friends who attended, in fact, the capacity of our hall was taxed to its

utmost, but all seemed to enjoy themselves, and I know the Auxiliary in general and the committee in particular, feel very grateful to their friends for turning out so generously.

We had as honored guests of the evening, Brother Jamison of Denver, Chairman of the General Grievance Committee of the Union Pacific, and Brother Palmer of Kansas City, Secretary of same Committee.

We have had initiations twice since my last letter and elected several to membership who have not as yet appeared for initiation. Our Charter is still open, but will close April 25th.

Omaha, Neb.

MRS. GEO. CARTER.

Editor Railway Conductor:

I suppose many of you have forgotten that Fern Cliff Division, No. 112, still exists; it has been so long since you have heard from us. Our faithful little band still holds its regular meetings and tries, to the best of its ability, to live up to our motto, Charity, Truth and Friendship.

At our last meeting we had with us, for an all-day session, Sister Ody, our District Inspector, and we certainly had a grand meeting. An elegant lunch was served at 1 o'clock by the ladies and a social hour taken in which we became better acquainted with the visiting Sisters. Sister Ody encouraged us very much in our work and fired us all with the determination to do our best.

Our beloved President donated to the Order a dresser cover, which was raffled off at 10c a chance, making a nice little sum to add to our treasury. Our President certainly works hard for the good of the Order and much of our success is due to her efforts.

At our next meeting we expect to ballot on a candidate. Brothers of 309, it is to you we plead to have your wives come and join us, for in our Division their service we need.

Youngwood, Pa.

MRS. GEO. FINLEY.

Editor Railway Conductor:

A Ladies Auxiliary to the Order of Railway Conductors was formed in the Masonic Temple, Union Hill, N. J., Wednesday, March 20th, by District Deputy, Mrs. G. H. Hutchinson, of Mount Vernon, N. Y., with twenty-three charter members.

A public installation followed, Sister Hutchinson conducting the installing work, assisted by Sister Perkins, of East Rock Division as Grand Marshal.

Visiting members from Manhattan, Ivy Leaf, East Rock and Keystone Divisions were present, also Brothers from Defender Division No. 312.

Much credit is due District Deputy Hutchinson for her persistent effort in bringing about the organizing of this new Auxiliary. For six years efforts have been made toward forming one, but without success. How true the old saying, "If at first you don't succeed, try, try again."

The Auxiliary was called Franklin Division No. 245, in honor of Sister Franklin, our Vice-President, who opened to us the doors of her home, where this Division was first planned.

Weehawken, N. J.

MRS. J. H. EASTON.

Editor Railway Conductor:

Roanoke Division No. 234 has been progressing both socially and financially during the year. It is safe to say that Roanoke Division No. 234, is one of the most prosperous and helpful and congenial of the Order.

We have had two or three members join us this year. One of our good members presented us with an old style pound cake, which was enjoyed by all. We made quite a little sum on the cake.

We have not had as large attendance as we wish to have. We hope that our good Sisters will come more often and help us; the more the merrier, and it makes us feel encouraged. Wake up, Sisters and come out and help us for you don't know what you are missing by staying away.

Roanoke, Va.

CORRESPONDENT.

Editor Railway Conductor:

As I have been elected correspondent for the Division 222, it is time I began my duties, as I believe every officer should do his duty pertaining to his position and attend every meeting they possibly can. We are getting along slowly but surely, and with a full set of new officers we look for some fine work this year.

We held our installation in February and started the new officers on their way, after which Sister Bushnell in behalf of the Division presented the retiring president with a beautiful cream ladle and sugar shell which was very much appreciated. Sister Wilson presented the Auxiliary with a beautiful oil painting which brought in eighteen dollars, and a card party or social to keep up expenses.

A young conductor has come to live with Sister Wells.

We have our sorrows as well as joys. Sister Corey mourns the loss of a loving husband, and sister. Sister Steadman and Sister Williams both have little vacant chairs.

Spokane, Wash.

CORRESPONDENT 222.

Editor Railway Conductor:

This is the third month since Columbian Division 40 has been heard from through our CONDUCTOR, and I am sure the Sisters will expect their correspondent to do her duty, and should I fail to fulfill the duties of my office, it would not be for the want of news, for when you consider the pleasing incidents and occasions that have taken place since my last letter, it would be no wonder should the Sisters take me to task.

I feel safe to say never since our organization, has a greater interest been manifested in all matters pertaining to the good of our Auxiliary, than at the present time.

Sister Slance as President, with her faithful staff of officers and the hearty support of the floor members, we shall know no such word as fail, and with these united efforts we shall be able to raise our Order higher and higher, reaching the most exalted place among fraternal orders. Seven new members have been initiated so far this year. Two more ready for initiation and several applications out which we trust will soon be gathered in.

February 7, we held a musical and hop, which

proved a success both socially and financially. A neat little sum was added to our treasury.

April 18 we held our annual banquet by way of our anniversary. A most delightful time was enjoyed by all. I am positive it will be one time long to be remembered by all present on account of the many pleasing features of the event. Sister Clark, as chairman of the social committee, with her able assistants, are deserving of much credit for the manner in which they arranged and conducted the affairs.

I had the pleasure, during the month of February of visiting Jas. York Division of Meadville, Pa. Sisters when passing through that city, just arrange to stop over for their meeting, which is the second and fourth Wednesday of each month. You will feel amply repaid, I assure you, for a more hospitable crowd of Sisters than these you cannot find.

There is never a life so happy but it has its time of tears. Sister Nevins has been called upon to mourn the loss of her loving husband. Dear Sisters go to her as the lonely days go by and have her feel she has your love to lean upon.

The stork has made the home of Brother and Sister Gallagher happy by leaving in their care a young daughter. Sister Lilley, our Junior Sister, also bears the name of Grandma, but the words of affection still fall from her tongue and her heart is as light as when she was young.

Buffalo, N. Y.

Mrs. E. B. MATTESON.

Editor Railway Conductor:

As the editor took pity on me and did not put my last letter in the waste basket, I will endeavor to write again. Twin City Division 189, is now well launched on another year's voyage, and I must say our Division was never in a more prosperous condition. We had one new member last month and expect to have another at our next meeting. However, I do not think there is much danger of our goat getting his horns broken. Our ball given by L. A. to O. R. C. April 1, was a social and financial success.

Wednesday afternoon meetings are greatly enjoyed and looked forward to, for all of our Sisters do like to eat, and I think it brings us all closer together.

Let us strew flowers while we are here to enjoy them. We never know how soon we may be called to sympathise with each other. Life has its joys as well as its sorrows and as Sisters banded together for the promotion of harmony and protection let us exemplify it by our kindness and forbearance one to another and let us look at our motto "Charity." The heart can give when the hand can not.

Uhrichsville, Ohio.

Mrs. W. F. MILLER.

Editor Railway Conductor:

Gloria Division, No. 38, was organized in December, 1906, and as I was elected Corresponding Secretary think it is time you were hearing from us.

Elected our officers in January. The installation of the officers was conducted very ably by our District Deputy, Sister I. W. Yetts.

We have twenty-one charter members, and one application for membership, with prospects of several more joining us in the near future

We have a fine set of officers and all are willing to perform their duties to the best of their ability.

We meet in regular session every first and third Wednesday of each month. The members are taking a great deal of interest in the work. We have had a good attendance at all the meetings.

We meet once a month at some member's home for a social. The hostess serves light refreshments. These gatherings have been well attended by the members, and have been a grand success socially and financially. The hostess has the privilege of inviting as many of her friends as she may choose. Until after the meeting of the Grand Division, at Memphis, we are to have our socials twice a month to help raise the means to send our delegates to represent us.

Ottumwa, Ia.

Mrs. D. S. MORROW.

Editor Railway Conductor:

Dear Sisters: As you have not had a letter from Division 201, L. A. to O. R. C. for a year, I thought it about time to let you hear from us. Well, our new President is doing all she can for the good of the Order. Friday, the 19th, we gave a social for all the conductors and their families. The evening was spent playing cards and dominoes, and we also had musical and literary numbers. A delightful two-course luncheon was served which all enjoyed. Sister Mike McCabe donated a beautiful quilt to raffle which netted \$13.50, for the good of the Order.

Best wishes to all members of the L. A. to O. R. C. in all of their undertakings.

Moberly, Mo.

Mrs. R. L. CARTER.

Editor Railway Conductor:

Will you kindly publish the enclosed poem in your next issue of THE CONDUCTOR?

Love's Lesson.

You have taught me the task of loving,

In words you now regret,
You won my heart's devotion,
Now teach me how to forget;

You say the task is easy—
That the victory will soon be won,
But a woman's heart with its wealth of love,
Will break o'er the wrong you've done.

You taught me the task of loving,

But, ah! how little you knew
Of the pain and weary heartache,
When I found your love was untrue;
Did you think when you won the treasure
Of a woman's heart, so deep,
That you could cast it aside at pleasure
And her love repay with deceit?

Will not your conscience awaken and tell you
Of the ruin your treachery has wrought?

Will no dream of the past arise before you,
Bringing with it a remorseful thought?
But my heart shall no longer reproach you
For in memory you are dear to me yet;
You have taught me the task of loving,
Will you teach me how to forget?

Mattoon, Ill.

Mrs. C. M. BELNAP.

FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

Friday, the twenty-ninth of March, (not thirteenth), as I entered the conductor's room, I was greeted by our statesman and correspondent with a smile and kind words.

John's article in the March CONDUCTOR shows us we have a statesman in the makeup of our able and tactful correspondent. In his kind but commanding way he said: "I want you to write for the May CONDUCTOR in my stead." How quickly the words "I beg to be excused" were about to be framed, when John says "now do it, and don't forget it." I will supersede for the time being and be "instead of."

Spring came to us with all its beauty and splendor, but I have no poem to offer; we all received our spring poem in the form of a new schedule. Schedule building to my mind is a great undertaking for all concerned, regulating runs, miles and rates of pay on a big system is no small matter. A square deal for all concerned is the right deal, it is ideal. The square deal, a phrase coined by President Roosevelt, is truly American in every sense of the word. We believe the corporation or individual employer that exemplifies, gives every man a square deal, has written an "ad" that will encircle the earth.

The order of the day seems to be criticism and evil speaking. Criticism from unfair sources, evil speaking from tongues sharper than a two-edged sword. Brothers, the tongue is a little member BUT.

I surmise that my being "instead of" was caused by Brother John's time being taken up in choosing a preference run, or rather in making preparations for his run to Memphis. Our delegate is, no doubt, filled with good things for the convention, his pockets are bulging out with manuscript marked Boston for 1909. We should all like to be within ear shot when delegate Parant makes his plea for Boston, 1909. We predict a flow of eloquence that will make the assembly to acquiesce with nothing to the contrary. Sunday March 31, a union meetings was held in the interest of the meet for the Grand Division in

Boston, May, 1909. Yes! Boston in 1909. Brothers of Massachusetts, a convention in our city means work and money, we are to be the entertainment, a continual performance on our part executed in the best possible manner. It will take time and money to carry out conventional ideas. Boston is known world wide as a convention city, and we must not let Miss Boston's conventional robes trail in the dust of forgetfulness. From Cape Cod to State Line, from boundary line to boundary line we should construct a road of business, pleasure and peace, that will hold the attention of all to the Order of Railway Conductors of America. Right now we must talk Boston the convention city for 1909. Our delegates must be enthused with the one grand thought that the Grand Division must assemble and hold sway in the only one grand Boston of America. Someone once asked, "where is Massachusetts?" The answer was, 'right here in Boston, most of the time.' Now we have right here in Boston plenty of room for the Conductors of America, and will have in 1909. It seems to me nothing but a foregone conclusion "Hub" for 1909. I see all the rails laid that way, and laid straight. Wireless telegraphy and wireless telephone are all working overtime for Boston in 1909. The Sun, Moon and Stars shine for Boston in 1909. If one should attempt to describe the attractions of Boston and adjoining cities and towns or in other words "Greater Boston", the RAILWAY CONDUCTOR would not be able to haul it—tonnage too great. Brothers, Boston in 1909 is just like going home; open house and the calf is being fatted, you must come to the killing.

What about that B-M. pension, is a question that is often asked, and not satisfactorily answered. How can it be answered until President Tuttle has accepted plans and formula, and by the way we have heard that our president has had many experts working and devising for the best pension system obtainable, which shall do credit to company and employees.

Division 413 once had an entertainment committee and we understood they were all gradu-

ates from the Boston Conservatory of Music, what say you, Brothers Cameron, Neal and Bedell? Come pretty trio, don't hide your talent under a bushel.

The sick we have with us always, Brothers who have gone into the house for repairs. We are looking for their return, and expect to see them looking refreshed and ready for summer traffic. We realize how hard it must be for Brothers who have for years seemed to enjoy good health, to be laid aside for awhile. Brothers, submit to the shut-in gracefully, it is the quickest way out. We thought you were fixtured, but we now realize the frailty of the human flesh, that it does and can break down. We think of life, how big it seems to us, how it unfolds with bright prospects for home life and business life. The opposite comes, sickness and death, many times sudden death, hopes shattered and blasted. It has been said and put in the following terms, half of the life an "if", three fourths of the word is "lie". We are of the following belief: put your best into life and see the best in life, get the best out of life.

We learned with sadness of the critical condition of our late Brother Buessnor's widow, she has our deepest sympathy; the Brothers spoke very kindly of her, hoping and wishing for her recovery. I miss meeting Brother B. We often stood side by side at the register book in Boston Terminal, his was always a pleasant face to meet, I never shall forget his clear open countenance.

Our road's coaches, baggage-cars and combination cars now come from the shops wearing plain clothes, at first sight they looked cheap and unfinished, with the stripe gone and window frames painted same as body of car. We now like the change, the numbering and lettering remaining as heretofore.

We have lately read of a new railroad official termed, "The General Public" by a western railroad vice-president. Their general public official travels over his own road and the roads of his competitors and takes observations relative to the service, the way the trains are handled and how the public is treated. He is in no sense of the word a "spotter" but he is the man who tells the management how the public is handled on their own particular road and on other roads, and who draws comparisons regarding the service furnished by the different lines. From what we have heard the B. & M's. general public official has nothing but a good report to give.

The Central Massachusetts of the B. & M. is a single track road running east and west from North Cambridge Junct., thence on W. N. & P. Div. to Oaksdale, from Oaksdale to Northampton. The road nearly halves the Bay state, running through a section that must be seen to be appreciated. All passenger trains of this line arrive and leave the North Station, Boston. The object in calling attention to this Central Massachusetts line is wholly in respect to the freight men and the way they have handled the large volume of traffic the past two or three months. The road is very hilly and crooked, freight trains have been heavy and many double headed. The crews in charge have handled these trains with safety and dispatch unequalled by any single track line

in this country. The delays to passenger trains have been very slight. We are of the opinion that the Central Massachusetts freightmen head the list for expert freight train handling. We can't forget the chief train dispatcher and his able corps who carefully watched all movements by wire and quietly smoothed and helped trains along over this mountainous road of Central Massachusetts. Miles away chief and warrior helped the Johnnies on the spot.

The following quotations appeal to me and are very helpful. Brothers, don't overlook them; drink them in. In a speech delivered in Faneuil Hall, Boston, the late Carl Schurz said: "Ideals are like stars; you never touch them with your hands, but like the seafaring man on the desert of waters, you choose them as your guide and following them, reach your destiny." "Persistent people," says Edward Eggleston, "begin their success at the point where others end in failure." As good, gruff, old Thomas Carlyle puts it, "There is nothing impossible to him who keeps dreaming of the possible." C. E. GRAVES.

Boston, Mass.

Editor Railway Conductor:

I read with considerable interest Brother Ferdinon's letter in the April CONDUCTOR. I think that Washington is the proper place for our headquarters. It would be a grand advertisement of our Order, and advertising pays in these times. Everybody visits Washington and an imposing building such as proposed by Brother Ferdinon would certainly attract considerable attention.

I believe that it would give our Congressmen and Senators, and, possibly other government officials, considerable food for thought. It might remind them of the 40,000 members of the O. R. C. who mix so largely among the voting public.

I also read Brother Heintzman's ungallant remarks about the L. A. What is the matter ladies? Have you turned down Brother Heintzman's application?

CHAS. P. LANE.

Jamaica, N. Y.

Editor Railway Conductor:

Well, the great "Lemieux Bill" has passed the House and become law, but whether it will be a benefit or a stumbling block to us we shall see later. Still we cannot forget the fact that Mr. Lemieux has told us just where we get on and off, and just what kind of medicine we must take whether we like it or not. It is for "justice to the people" he says, so any of us who belong to the laboring class who from time to time or at any time entertained the idea that we were the people, or some, or any part of the people, let go, spit on your hands and grab hold of any other thing that is passing. as Mr. Lemieux has plainly told us we are not the people, and has made it so plain for our representatives that they must understand just where they get on and off and that they individually are a small frog in the puddle, as far as the government is concerned. Now what is the cause? Is the government and capital (which really is one), looking at us as individuals instead of as a vast organization of power to uplift humanity and do

good? We must think so or Mr. Lemieux would never have dared to say what he did to that committee. The Prime Minister would never let him use the language he did. But there must be some reason for it all. Nobody is afraid of cannon-balls, they are allowed to lie around in our public parks, the children play with them and they are harmless, but what a change, if it is known they are sent out of a cannon backed up by giant-powder. What marked respect they are shown by everybody.

Now we too often want to let the public know we are the great cannon-ball, but we fail to let them know that we have the great giant-powder of organization behind us, that we are only going where we are sent and we are never sent for nothing. As soon as we are elected on a committee we throw out our chests, put on a stern look, take a long look in the glass, and say "I am it for sure, nothing before was ever just like me;" and that night we have one of the most blood-curdling fights with some official that could be pictured, and if it was not for our wife or room-mate to stay us from tearing up all the bedclothes, that official would have been numbered with the dead. But my, what a difference in the morning.

And now, Brothers, while we are awake let me say that nobody is afraid of you or I as individuals, just now. Let us go back to our boyhood days and recall with pride how the "bulldozer" would take his sneak and how free and lighthearted we felt when we had a "Big Brother" to fight all our battles for us and be ever behind us in all that was right and just. But how often have we pitied the poor boy without the "Big Brother's" help. Now, Brothers, that is just what our organization is to us as railroad men. It is our "Big Brother" still behind us. But do we use him as we should, or are we afraid if we do it will interfere with our individual conspicuousness? How often do we say when giving in our report, "I got so and so," "I did so and so," instead of saying "our Order has done so and so," and "has got so and so?" It was not John Knox that the Queen of England was afraid of, but his prayers, the power behind him that she feared, and until such times as we shall show our government and capital that we are only the message bearer sent out by a great and just organization with instructions to deliver a just message, have it respected and a just answer in return, we are bound to meet the same fate we met at the hands of Mr. Lemieux under the cloak of "justice to the people."

The only way to decrease crime is (I dare not say education, education is supposed to decrease crime, but today our wise and crime is hoarded up and protected by the educated—Thaw and others.) Increase the punishment annexed to it. To encourage crime is sure to increase it. There is no railroad man today who does not get money enough to pay his insurance; he may not be able to have a very big bank account, but unless he is determined to decorate the saloonkeeper's shirt front with diamonds, he can keep himself well insured. We often hear it said that "this world owes us a living." That is one of the worst lies with which Satan ever beguiled man. Our Maker said we must earn our living by the sweat of our brow and it is far from being fair to make the careful, saving man

support a good-for-nothing, reckless fellow who only thought of a good time while it lasted; gambled and drank up all his earnings, often working just enough to keep in good standing in the Order. We cannot call it misfortune if a man fails to provide for himself and family—it is poor judgment and some men are no more fit to be the head of a family than an undesirable bull is to fit head a herd.

I believe in helping in the right way. Make us carry more insurance and make us pay for it and not encourage the ungrateful to live on the grateful. Teach us to 'quit ourselves like men, be strong, (not with strong drink) with manly pride, and we will not need any other than our own earthly home here and our heavenly home above.

Farnham, Que.

MALCOLM BEATON.

Editor Railway Conductor:

Division 139 is still doing business at the same old stand, meeting regularly every Monday morning at 9:30 and having the best average attendance we ever had, scarcely a meeting but what our Division goat does the stunts of his goatship in making a conductor, thus adding to our already large membership. But we say let the good work go on. Welcome Brothers, so long as you fill the bill of what it takes to make a good conductor.

And in Division matters, Brothers, if it were possible for you to have been at the Division and you didn't go, don't kick. The place to kick is in the Division room. We have some kickers in 139, but they have learned to kick in the right place, to-wit; the Division room.

I shall endeavor to get in more promptly the remainder of my term.

L. M. BELAW.

Knoxville, Tenn.

Editor Railway Conductor:

After reading the March CONDUCTOR carefully I find a great many of the Brothers differ in opinion about the Home and farm. I for one, don't care for either, as I consider we should increase our Relief Fund to such an amount that each Brother that becomes disabled would draw at least \$50 per month.

Business has been good since the first of the year.

We have had a meeting nearly every meeting day. The attendance has been a little short, but you can always find the regulars present. Our Chief Conductor, Brother Peterson, has been transferred to "Possum Glory" which keeps him from attending meetings very often.

Brother Caraher says he was too close to the jail. He has moved to Fourth St. Brothers Straw, Washam and Stonebraker have been keeping the blacksmiths busy making fishing hooks, as they contemplate taking some very large trout out of the creek this spring. How about the porcupines, "Stoney"? Brother Gray has returned from Hot Springs greatly improved and is once more handling the punch on his regular run. Brother Willis Taylor has announced himself as a candidate for sheriff. Brothers, turn out on Saturday, June 1st, and give Brother Taylor a lift regardless of politics, so if any one of us is unfortunate enough to get down to see him he will use his right and fair.

The Ladies' Auxiliary has not been holding meetings this year. I understand they will begin though, in the near future. Brothers we should all get our shoulders to the wheel and assist the ladies as much as possible, as there are plenty of the Brothers' wives that don't belong. Get in line and each member take out some insurance, as I think the ladies should carry some insurance, as well as we. What is the matter with 435? There should be a little hustling done there and gather up the No Bills. 168 has a few, also, but we are looking after them and we don't intend to leave them alone until they are among us. Now, Brothers, don't stay away from the meetings as you are requested to be present each meeting. Don't depend on the officers to do it all.

Our Division treasury is in fine condition according to the last report, besides paying out over \$400 last year for sick benefits. I guess the N. Y. C. has lost its salaried chairman as the only time we hear from him is when his quarter is due. Would suggest he come over to Division once in a while to see how things are moving. Brother Mowry says he is about to quit the dairy business and devote his entire time to farming.

Well, Brothers, Division 168 meets the first and third Sunday of each month; try and get around. Don't wait until you have an ax to grind.

Jersey Shore, Pa.

FROSTY.

Editor Railway Conductor:

At last the work of the General Committee of Adjustment for the P. R. R. has been completed, after a long and strenuous conference with Mr. Aterbury and the Superintendents. Another step forward has been gained by the splendid work of that committee. The report of the committee would indicate that they received the most courteous treatment and consideration at the hands of Mr. Aterbury and the various division superintendents who were both anxious and willing to be generous with their conductors and trainmen. A sum amounting in the aggregate to about \$500,000 was granted in addition to the general 10 per cent advance given in the beginning of the year, as a result of the conference, also to equalizing many of the inequalities complained of here and there, making greatly improved working conditions. The thanks of our members are due the committee for its splendid work. The members of Division 114 are especially grateful to Brothers W. B. Chislette and John Walters for their unselfish devotion and earnest efforts in behalf of the conductors of the west end of the P. R. R. This is all the more so when we remember that neither of them had anything to gain or lose personally. In addition to the above, we all have great cause for rejoicing along with our western Brothers in the final business like, clean cut, satisfactory adjustment of differences on the western roads. While there may be, and no doubt are, spots here and there where pay and conditions are not what they should be yet, and need some attention, on the whole great improvements have been gained and the Order has taken tremendous strides forward as a protective organization.

Now that these things are once more out of the

way we can find more time to take up the other work of the Order that is fully as important to the membership as the question of pay and working conditions.

As the Beneficiary Department is being vigorously looked after by a score or more of good, able Brothers, I will not try to break in here but will continue to hammer away at the fraternal department for the social betterment of our membership along sane and sensible lines.

It is immaterial whether man is monistic and all the various phases of human nature are evolved from a single principle or dual and controlled in his actions by the prompting of both his heart and his passionate nature. In either case it is a well established fact that man's nature is the result, largely, of education and intelligent or unintelligent direction. By his own efforts he either becomes respected and of a lovable disposition or contemptible and of a detestable disposition. If he is satisfied to allow his mind to keep within the narrow confines of his selfish animal nature, refusing to see anything but his own personal gain, indifferent to everything that does not mean some advantage to himself over his fellowman, he becomes uninteresting and despised in proportion as he develops and indulges such a nature and to that extent falls short of fulfilling his duty to his God and his fellowman. If, however, he will recognize his mission on earth, see it in its proper light, break the sometimes hard crust of his selfish nature, which is only natural animal instinct, common to the whole animal kingdom and devote his efforts to making the world just a little better than he found it, he is esteemed by his fellowman and carries sunshine wherever he goes. Could the ethics of the whole people be shaped along such lines, and some of the good meaning ones among our socialist friends think they can be, we would be nearer the millenium, but to attempt to take in the whole human race or even the whole people of a single country into such a social state like Plato's dreamy philosophy, looks nice in theory, but won't work in practice. As well try to stop the flow of a mighty river. Ancient Athens, though she practically isolated herself, socially, from the rest of the world, and by a system of training from the cradle to manhood, the most perfect and effective in the world's history to bring about such a result, utterly failed. This brings to mind the propaganda of socialism which contains an element of truth that must be met by reason. While we may despise their propaganda in general we must recognize their truths and engraft them into our social structure if we would combat the many dangerous theories of social teaching successful. They have no place, however, in matters of state or politics. I refer to that part of it that has for its object the social betterment of man. It is only possible to reach such a result within a limited circle by first bringing together by selection our elections, men of like feeling and sympathy, whose interests are nearly identical, second by binding together by impressive obligations and initiatory ceremony into a common brotherhood, under such principles as the O. R. C. teaches and upholds, those selected. Third, by constant admonition and

keeping alive the fraternal spirit. I am safe in saying that no other organization in existence has the first and second essential more perfectly than the Order of Railway Conductors. As to the third essential, however, I am not so sure. How many of us, when we see a Brother going wrong meet him with a friendly admonition, call his attention to what is necessary in a good O. R. C. man and try to help him in the spirit that the Order teaches and as is exemplified by that great and good teacher, Paul in his second epistle to the Corinthians? Charity does not mean merely benevolence. Paul said "Though I bestow all my goods to feed the poor and even give my body to be burned and have not charity it profiteth me nothing." How about this Brother? Are you satisfied that you have lived up to your obligation and the teachings of the Order by digging up a little change that you did not need very badly anyhow, and giving it to some unfortunate Brother in distress and then crossing to the other side of the street to pass a more unfortunate who should have received a good hearty, brotherly scolding? Do not say you are not your Brother's keeper—there is where the "Red Flag" wants to do its work if a green one is not sufficient. Whatever signal may be necessary, use it and do not pass him by just because you have that "I am holier than though" feeling. If we go about our fraternal work in that spirit, the button we so proudly wear is as meaningless and impotent for good as the phylactery worn by the ancient Jews.

As to a good warm, lively fraternal spirit this is not to be attained by indifference and being strangers to one another. Why many of us do not get to meetings often enough to know even the members of our own Division. How many Divisions with from fifty to one hundred members find difficulty often in getting enough members to a meeting to fill the chairs? Only recently I went to extra expense and trouble to visit a nearby Division and after waiting more than an hour after opening time the meeting had to be abandoned because there were only four of their own members present, and their Division has a membership of over 60.

Again, how many of us never go near a meeting for the good we can do and never give a thought to helping our Brothers in the work or consider what we can do for the good of the Order, but go out of our way to get around to meeting when we have a personal grouch that we want to give an airing and stir up trouble about something that has no merit, incited by nothing but our selfishness, or because we were disappointed in not getting just what we desired in the way of preferred jobs or because the superintendent or trainmaster found it necessary to make some changes the good of the service demanded in the way of changing some of the runs that do not please us. I sometimes feel, when listening to some Brother who has been inconvenienced by a rule or an order of his superior, insisting that it is the business of the Order or his Division to take charge of his employer's property, or what is the same in effect, dictate to the officials how they shall manage that property, that it is the complaining Brother who needs a little of the "big stick" by way of kindly admoni-

tion administered with an iron hand. The O. R. C. has become a powerful force for social betterment within its own circle and will become even a greater force because of the hard headed common sense of the bulk of the membership, so to you, Brothers, who seem to feel aggrieved because the balance of your Brothers insist on distinguishing between a personal grouch without merit and a legitimate cause for action I would say let the Order go forward in its grand work and stop demanding that it take up every petty complaint which if persisted in would ultimately destroy its prestige and protective force. In its place we would only win the contempt of railway managers who are now its friends.

It is the business of the Order to take up from time to time the adjustment of the conductors' pay and insist that they be in keeping with social and economic conditions, as they are then to urge that the working conditions of the trainmen be made as good as circumstances will permit and that all avoidable danger surrounding their work be eliminated and make every honorable effort and use its good offices in securing an unfortunate Brother in his position, but not to dictate to the superintendent or Trainmaster how to handle their work; they are paid for doing that themselves. Finally, my complaining Brother, remember that the protective feature can be over-done—stop, look and listen.

The fraternal feature, however, can never be over-done. The trouble with many of us is it is under-done. Fidelity, Justice and Charity mean nothing if not practical. Its power for good when freely injected with our fraternal relations is immeasurable.

I am proud to be able to say that I have found under the gruff, matter of fact exterior of many of our O. R. C. men, the noblest, purest, most unselfish impulse to be found in man when aroused to the danger or needs of a Brother, rallying around him like a devoted guard around a fallen comrade. It is such as these that lighten the burden of the distressed. Scatter sunshine in his way and make the unfortunate one feel that there are, after all, some very bright spots in life. I have gone through just such experiences as this myself since the terrible operation I had to undergo in the hospital last July, and I know that R. B. Hawkins Division 114 has its full share of big-hearted members. In Division 114 a proposition to help a deserving Brother in need never meets a dissenting voice.

Let us emulate the example of these good Brothers and strive, if we can not excel, to at least reach the fraternal standpoint they have set before us.

Good work brightens, strengthens and reflects credit on the Order and makes it a greater force for good, while indifference and a disregard of the happiness of our Brothers must result in fraternal decay. We must not forget that man's happiness and well being demands something more than mere material existence. If you are dissatisfied with this, then keep within your own selfish nature, be a mollusk, surround your heart and the soul God put in your body with an unbreakable selfish shell. If you are like all good healthy minded

men, find pleasure in social communion and desire the honest fellowship of your Brother. Get out of your shell and paint that word "fraternal" all over your heart, remembering that like begets like. Educate yourself to become respected and of a lovable nature, you will then see how much better other men are than you thought they were. Do not waste time trying to decide whether this thing must come from the mind alone or from the heart and mind together, but get it out, it is in you. Just let a little sunshine into your heart and it will come out all right. There is no better reading in *THE CONDUCTOR* than the letters in the fraternal columns, describing the pilgrimage of a Division to a sister Division, or the little social affairs gotten up jointly between the Ladies of the Auxiliary and the conductors. I only regret that there is so little of it.

Pittsburg, Pa.

JAS. B. GAUSS.

Editor Railway Conductor:

I said some time ago that some day I would get my "mad" up and "roast" the "booze fighter." Why this weak degenerate is so much in evidence in Mexico and among railroad employes is more than ye humble scribe can say: *Valge mi Dios! Vamos aver!* I can look back to the early 80's when in the far west we had men in railroad service that were "full" about one-half the time, and sobering up the other half. Those of the "old timers" that did not "swear off" were killed off. Some are here in Mexico still on "deck" and countless numbers are in Mexico, not on deck but under six feet of earth, and many, too many, have gone by the "White Line" route, and today there is an almost endless chain going by that same route. The halt was called in the U. S. and it is time it was called here. Now that wages have been advanced and are almost on a parity with that paid in the U. S. it behooves all fair minded men in railroad service, those that have the welfare of their Orders at heart, to try and have a new deal, as it were. The railway managements are now in the position of being able to draw the line, which they could not do previous to the granting of the increase in compensation. Before this they were obliged to take what they could get and worry along the best they could, but I see a change in sight now, good wages will bring good men, and as fast as that wonderful law (?) framed and promulgated by that aggregation of—I was going to say, well, I was about to say—that, is refer to that wise (?) edict, the Age Limit, will bring good men quicker to Mexico now than formerly. Good men are here, lots of them, and many are here because of this age limit, that takes experienced and tried men from roads in the U. S. But we have the "booze fighter" here, and like Banco's ghost, he will not down, unless we insist and throw him out. And throw him out we must.

Unfortunately, the presence of these besotted mortals is an expense to us and after a while they will neither spin, nor will they toil, excepting that they will spin some of the most outlandish yarns in order to get the wherewith to buy a Tequila, a Mescal, or an Aguardiente. Forty Rod Whiskey, as compared to this damnable stuff, is mild to take. This Mexican "rot gut" contains more un-

chained hell than all other liquors combined. It affects all alike, Native and Anglo-Saxon, only that the stomach of the Anglo-Saxon is burned out quicker and in consequence he shuffles off this mortal coil the earlier.

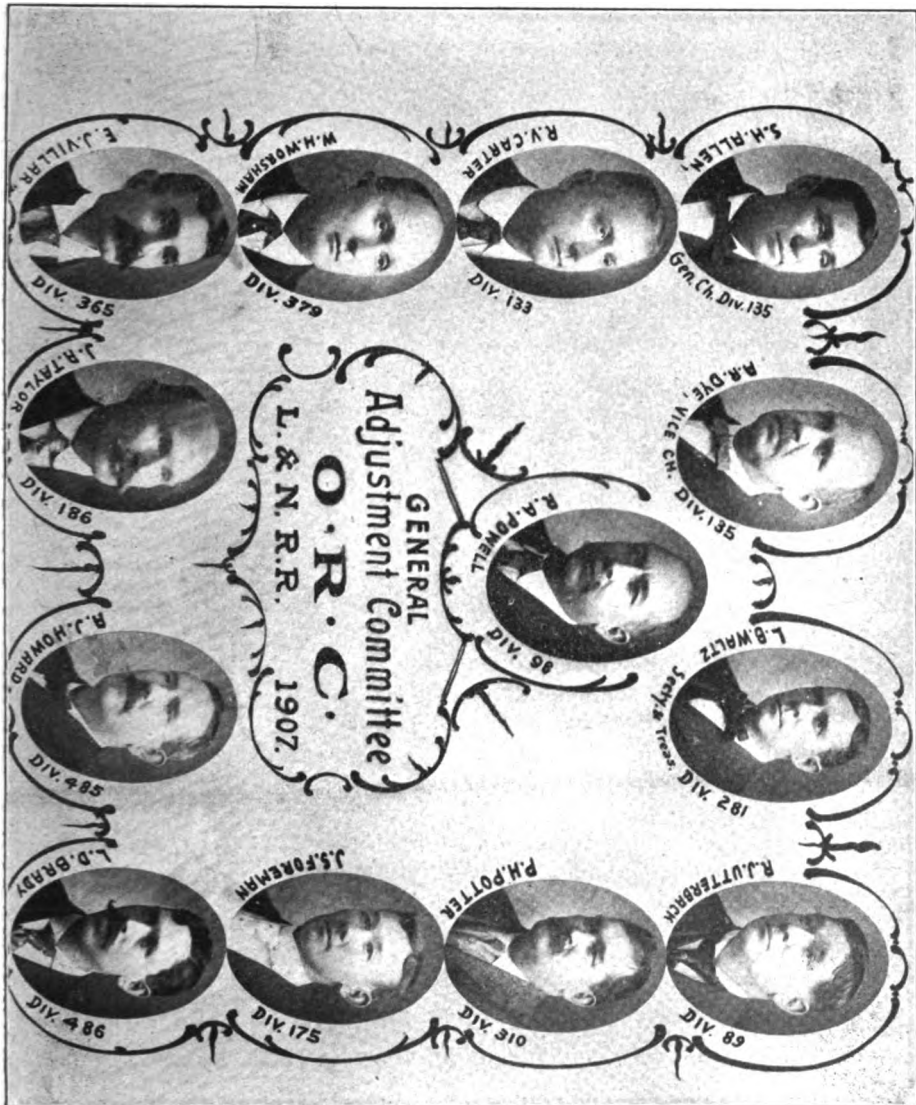
We have among us quite a few "old timers" that are to all appearances physically good for some years, but they are showing it "under the hat;" are actually "nutty" so to speak; come to a Division with a disconnected rambling conglomeration of ifs and ands, and imagine they have a grievance; their breath being strong enough to take the hair off of a Billy goat, and lo and behold, when the committee reports, no grievance, the surprise is really painful, and our much injured (?) grievor, howls that he did not get a square deal. Another, and a dangerous "booze fighter" is that despicable craven, the "gun toter." Picks a row, makes a "gun play" and when he awakens from his stupor, generally finds himself in a dirty, loathsome, foul-smelling cell, then does he rave and bemoan his fate. Should he be a member of one of the organizations, his first sober breath is a cry for help, and we are soft headed enough to dig down at once and "put up" the "dough". Yes, and keep on "putting up" until some one calls a halt. We after due time and deliberation, come to the conclusion that he has brought this all upon himself. Nevertheless, we continue to donate to the unfortunate family, and after awhile, even this is frowned upon. It becomes wearing. The hungry maw of the legal fraternity we are unable to stuff with hard dollars, for it is ever open for more, but once shut down on this gentry and then they begin to "look wise" and try to make a showing for what they already have got. Strange as it may appear, it has even been intimated that the less money used, the quicker to indict or to acquit, but the plea to come up and place good hard money always seems to prevail, and our dollars are gone a glimmering. The proper way is to protect ourselves by expelling the boozers that now are with us. Let's show a spirit of fairness that we owe our Order, and deny admission to those who make application whom we know are inclined to follow in the steps of the "boozer." Have the nerve to say no. Turn down and out this undesirable element and when once rid of them the finger of scorn will not be pointed as it now is. We owe it to the Order and to ourselves. I have no objection to any one taking a drink; don't run away with the idea that I am a temperance fanatic—far from it. I take a "nip" myself, but I do object to this "lushing" on duty, or off duty. This making a beastly hog of oneself, is to me, a most disgusting spectacle. Railroadng is, under the best of conditions, hazardous enough without being made more so by drunkenness. The "boozer" in the U. S. who contemplates paying us a visit will please to understand that he is not wanted here. We have at present a good supply of his kind on hand, and until such time as is required to jail what we now have, and to lose by the suicide route a few more, and to the insane asylum one or two, in order to affect the supply and demand, please remain where you are, until you are in demand.

I am of the opinion that should a "boozer" be sober, and accidentally cast his eye over these lines

he will immediately put me down as a crank. That's just what I am, and am glad of it. Pues, a mi no importe, precicimento es lo que desear. Mientras hasta luego. El BURLOW.

Mexico City, Mexico.

which we should all feel grateful. But do we feel grateful for the many good articles given us to read, and the many favors we receive through the organization, is it the ingratitude of a certain pride that caused an indifference upon our part, or



Editor Railway Conductor:

With reluctance I take up my pen to write a few lines, after reading the many fluent articles from our official correspondents to **THE CONDUCTOR**, which is an indication of the immense interest shown in Dauphin Division, No. 143. I have been reading my **CONDUCTOR** very closely and find good sound articles on all points pertaining to labor, for

is it a desire to get all we can at the hands of the members, and do nothing in return? When we see the fox's tail peeping out of the hole we may be quite sure the fox is within, and when we see actions of ingratitude we may be sure the disposition is lurking within. The ungrateful man always wants something for nothing, not even effort upon his part, he thinks he never gets as much as he de-

serves, it matters not what comes his way; or how much, it ought always to be more. Ungratefulness is certainly an ignorant pride originating from a pretending, assuming mind, causing self-importance, but the humble mind is the soil out of which thanks, and gratitude naturally grow, and such a person should receive timely and due encouragement. The best and only method to procure good work from the best workers is to give the proper encouragement, it matters not in what capacity. The best work can be gotten out of the employe who receives the proper treatment at the hands of the officials, under whose management he is working. An official should exhibit a humane disposition toward his men, which is bound to bring about much better results than inhuman treatment, deception and oppression, which must breed discouragement. If men are properly treated, it brings about gratitude in every employe, except the shallow minded and self-important employe, whose disposition is so laden with baseless pride, that it is impossible for him to realize or appreciate anything good, unless he gets it all himself.

Very much ill feeling and bad results are brought about through misplaced authority, and impracticable supremacy. Some men seem to think that their mission in the service of a company or corporation, as officials, is to abuse, misuse and maltreat all men over whom they have authority. This is all a mistake on their part, and should not be tolerated by the party employing them, as it is detrimental to the company's best interests and welfare.

When an official becomes a "bluffer" and a deceiver before his men, then men lose all respect for him, also interest in the welfare of the company employing them, if a general official tells his men that the proper regulation of certain conditions is the duty of the local officials under him, when he knows that his orders to these under officials are precisely the opposite, then men immediately lose confidence in him, and look upon him with disregard and braud him as a "bluffer," one trying to deceive and oppress. More in order to further his own selfish interests than any thing else, he can also be placed upon the list of selfish ingrates, puffed up by that egotism which sooner or later brings him to his proper level. Many employes of companies throughout the whole country are treated by officials employed by these companies to manage their affairs with the greatest disregard for the interests men may have who come under their jurisdiction or authority, their treatment in many cases is more brutal, and more slavish than anything else. They disregard the love men have for those who are near and dear to them, by holding them away from their homes for the benefit of the companies for many hours, and even days, without pay for this time used up, and men are deprived of many hours that might be spent with pleasure and profit with their families, and at their homes. When we consider the fact that time was given to all alike, and that time is mine, also yours, as well as that of any company, corporation or individual employing men, is it right that any man should be compelled to give or use his time for the enrichment of any company, corpor-

ation or individual without receiving some remuneration for it? This is ingratitude personified, and intended to discourage men and bring about disinterest and dangerous carelessness, which must produce bad results. I sincerely believe this practice of holding men away from their homes for profit without pay exists to a great extent all over the country and it may be more prevalent on railroads than in any other employment. I think the abolishment of the practice, or pay for such time, after a reasonable length of time being held on such waiting orders away from the homes of employes should be taken up at a national issue among all the labor organizations, and especially the Railway Organizations of the United States. The practice is for profit as we all know. We must admit that engines and cars standing still bring in no money for a railroad company, but cabins and crews lying on a cabin track cost the company nothing, it matters nothing how long they lay, when men are using the time given them and getting nothing for it, then the under officials may construe the orders handed down to them to mean, hold the men indefinitely or for six weeks for trains, if necessary, even if they are away from home at their own expense, still further ingratitude, and disregard.

While we are willing to concede all that is right also willing to acknowledge our ignorance on points in the operation of a railroad, we are not as dumb as we used to be and we can see just about as far into a millstone as the fellow who picks it. Men are human and are not only working for the measly dollars they get, but would like to have a little pleasure out of this life along with their work, and most men find more pleasure in the company of their families than anywhere else, and no man has the right to interfere or deprive the husband or father of this pleasure for the sake of the almighty dollar. But the disposition to hog it by the great companies and corporations is becoming more prevalent every day, but if a man observes these things and speaks of them he is generally looked upon as a "knocker," a pessimist, one looking upon the dark side of everything and should say nothing, and allow all these impositions to go unnoticed.

While our legislative bodies are making laws for the regulation of rates and other things concerning corporations, they should give the Interstate Commerce Commission the power to regulate the length of freight trains. No one but the practical railroad man knows the extreme danger lurking in these long freight trains, not only to employes, but to the traveling public. We who have these most dangerous trains to handle day and night, strenuously contend that no railroad should be allowed to haul more than forty loaded and more than sixty empty cars in any train in any direction in the United States. This would bring greater safety to all concerned and certainly a great saving to the companies in the end, as this "merging" practice is the cause of a vast amount of trouble and suffering. It required legislative action in almost every case to make the railroad corporations see that it was for their best interests and equip their cars with safety appliances. Something they could not get along without today, as

they could scarcely run the train of today, one hundred miles in a week equipped with the old style link and pin coupler. But ingratitude and greed toward employes, and disregard for the safety of the traveling public will also have to be suppressed by legislation, as the accumulation of dollars is considered by legislation far ahead of lives and limbs. When we closely observe just what is daily transpiring, we are forced to think that the appellation, "heartless corporations" is very appropriate, but if we would come out boldly as we should and say truthfully just what is our greatest calamity in all honest operation of the industrial affairs of our country, we would be set upon by men from all parts, and many of them members of our own labor organizations.

Harrisburg, Pa.

"MIKE."

Editor Railway Conductor:

Late in the fall of 1893, two set-back conductors on the C. & N. W. were braking on a lumber train between Escanaba and Stackville. The latter place a sawmill town owned by John K. Stack. The writer braking behind and Jackson, still on the same division, ahead, for Dan Murphy, sometimes called as "Red." Engineer Thos. Collins at the helm and George Valentine firemen.

We left Stackville at dusk of a fearful, black night, with fourteen flat cars of lumber stacked higher than the cupulo of the caboose, supported on the sides by pine scantlings. On our arrival at Antoine Junction, Murphy, against the vigorous and emphatic protests of Engineer Collins, filled out with twenty cars of iron ore. The lumber cars, being jacks, were of course placed next to the caboose. We at that time were running via Schlesingerville System, a new road bought up by the North-Western. Said road consisted of soft track, double reverse curves and a 2½ per cent grade out of Antoine, after which came a six mile climb. The grade out of Antoine was some seven miles, and as we pulled out the head man came back with a message, also the cheering information that Collins said he would get them over the six mile hill or they would go over the fence. Head man was unable to return to head end over the lumber so all hands and the cook were behind. We soon commenced to go down the hill, and sure enough, Collins started to make good his word. Our attention was soon called to the terrific speed and the wild rocking of the caboose, and I, in looking out of a side window, narrowly escaped seven or eight thousand feet of flying lumber. Business was just beginning to get good, and the roaring of the train now at a ninety mile an hour clip, behind a big-wheel standard, and mingled with the crashing of broken boards, equalled, if not surpassed, the naval battle of Santiago Bay. All hands were afraid to unload, for to do so would be to court a speedy death, and to stay on only prolonged the agony. The pin we at first couldn't get, but it was to do or die, and head man was successful, and we doubled up on the brake and stopped the caboose, and on going back some three miles, we found the right of way, also the woods, filled full of John K. Stack's produce. After returning to the caboose we armed ourselves with the available weapons that all cabooses furnish, such as pick handles, a

wrench and a packing hook, and calmly awaited the return of Collins, who after a while came feeling his way back with the engine, but just previous to his return we had held a meeting to decide his fate. Some suggested putting him in the fire box, Murphy thought of a necktie party; but on his arrival we got a change of heart and beyond wishing him well we did nothing.

Now Collins was troubled with an impediment in his speech, and after hard labor he told us that with his reduced tonnage he got them over and we found not a single board remaining on the train of fourteen heavily laden flat cars. J. A. G.

Fond du Lac, Wis.

Editor Railway Conductor:

Having been a member of the O. R. C. for several years and made my living also that of my family for quite a long time giving 3 cutts signals, signing way bills and train orders, has deprived me of making journal and newspaper writing a study.

I have watched closely all the write-ups from the Brothers. They will tell us how prosperous the Division is and boast of the new members taken in, in such a length of time, and how many more they have on tap to come in, and all about the new material they had and are getting, which is all very fine. Who could see such reports from all over the U. S. and not be proud of the Order? But just as our kite is the highest and our thoughts are running the highest, an obligation taken long years ago when we had to ride William Goat three times and listen to that good old song, "Nearer My God to Thee," while "All" Dain, who was our Chief Conductor of Division 53, would stroll up and down that hall and tell you all about what you were to do and what you must do. You all know what that obligation was. In the writeups I have read for all these many years, not one have I seen where one of our Order conductors who had by some bad luck lost his job, had dropped into a good job, or through the Division had got a train on some railway. Now Brothers, stop and think for one minute, how many of you have ever taken an O. R. C. man to your trainmaster or superintendent and asked that he be given even a job of braking, let alone putting him on the extra board running. On last October, 1906, I took a trip from Klondike, Texas, where I had been agent and operator, for the past four years, out to Amarilla, Texas, to Oklahoma City, Hugo, I. T., etc., and on the back of my card reads "Looking for employment." In that round not one O. R. C. man offered to introduce me to his official. In my opinion we should turn more of our attention to helping the already O. R. C. man into a job than to getting new members into the Order. Let our work be of the kind that when a man is eligible he will hunt us up and ask for an application blank, and the brakemen will all want to be promoted so as to get into our Order for we take care of our men. Now you take the B. R. T.; as soon as one of their men unloads at a division point and makes himself known, some one offers to take him to the old man; tells him all about what the extra board is doing and gives him all kinds of encouragement. Now, Brothers, we are back numbers on that line. Don't think I am wanting any favors personally, for by good

luck I have got a good wife and she has saved us up a few pennies and when I start out looking for work she puts bullion in the purse and plenty of good warm clothes in my grip and arranges with the banker in case I get broke. As I am a ham operator and station man I can drop in on the official with the inquiries of how he is fixed for trainmen, and in case he turns me down I come at him again by saying, "Well, anything doing in the way of station agents or operators?" You know it all helps when you are broke.

Now I want to ask of all the Brothers who write in the next CONDUCTOR to look up the extra board and see how his road is fixed for men and always say that "our road is hiring some men," or "not wanting any," as the case may be; and when a Brother comes up to us let's put our stinger into him and when we have convinced ourselves he is an O. R. C. man, let's take him up to the proper office and say, "Mr. Trainmaster, this is Mr. — looking for work; if you can place him it will be a favor, as I can vouch for him."

Klondike, Texas. LEE McDOWELL.

Editor Railway Conductor:

Closing with March 18th, the O. R. C. board of adjustment of the N. Y., C. and St. L. Ry. (Nickel Plate System), went on record, closing one of the most satisfactory settlements east of the Mississippi river.

The concessions secured prove the splendid harmony existing between this company and the representatives of our Order.

The correspondent of Division 134 has made a very complete canvass of the general feeling of employes and finds collectively, there exists a splendid enthusiasm and fellowship, that gives evidence of the breaking up of the hard lines and discord.

Our organization stands firmly by the diplomatic and able business manner our officers were conducted at the meeting at Cleveland which ended March 18th.

The manner in which the constituents were represented has made a new link between the eastern and the western districts, that will endure, as the settlement was broad enough so that even the street corner agitator on committee work has gone back into the brush and ceased for a time to howl.

We on the western district feel deeply grateful to Brothers Nolan, Carney, Pierce and Billings, for their business-like work. As they exalted the Order greatly on our line and proved the wholesomeness of conducting our affairs by individual advocacy of those principles due the O. R. C. alone.

All the members of that board are men of sterling character and they occupy positions that prove their integrity.

The adjustment of our affairs is branded with "hoss sense" and good business judgment.

While there are points still unsettled, yet it is the unsettled points that allow us to keep the machine oiled, and the enthusiasm upheld. We want a little here, and a little there, to kick about, as we are too apt to get crusty along certain lines if we are treated too well. You know it is adversity which goads us on to greater things. Peace and

prosperity are great ends, but we must be prepared to meet the condition or it is apt to make us examples of selfishness, and where selfishness predominates, it's the biggest hog that lays in the trough.

Ogden Pierce and D. L. Billings represent the west, while Nolan and Carney the eastern districts and as members of 134 we lay our laurels at their feet as they have acquitted themselves well.

Brother Ogden Pierce has been recognized, it seems, as a thorough business man with his "square jaw" as he was appointed general yardmaster at terminals at Chicago.

This, following his splendid service as our advocate with Brother Billings. They established a broader view and understanding of our affairs, and these principles in contract, this company has just established with us, as a result our Divisions are more closely united by the strength of character these Brothers possess.

The 18th of March is one of history for the progress of the O. R. C. here. The budding flower of consistency has been planted and the future means unanimity in those vital interests so long at discord by the selfishness created by a lack of confidence and enthusiasm for a true and progressive movement.

The greatest detriment any Order labors under is from that source of members who can not see that the interests of those by whom they are employed lay alongside of those affairs and interests the Order of Railway Conductors advocate and maintain.

We have identical interests that require a certain partnership—not antagonism. We have been fairly treated and used right in this last meeting. Let us try and secure more confidence by cutting these insignificant and petty grievances out—we have started right and furthermore we are going to make a splendid finish and I think the future contracts will be made along such amicable lines that represent us as individuals important to the business interests of those by whom we are employed.

Bellevue, Ohio.

E. W. HORTON.

Editor Railway Conductor:

The good opportunities which the south offers her young men today should increase the ambition to the highest degree possible. Since 1900 from twenty-seven to thirty per cent. of all the exports of the country have been from south of Mason and Dixon's line. A showing, population considered, almost double what might be expected. This may be attributable to the fact that the south stands as the favored section of the union to-day, and best of all, is progressing along solid and substantial lines, and further that the development of today is merely an indication of what may be anticipated in the future. The south possesses one-half the total deposit of iron ore in the United States; has nearly three times as much coal as Great Britain, Germany and Pennsylvania combined. holds a world monopoly on cotton production, is rapidly becoming a great cotton manufacturing center; dominates the phosphate rock and sulphur trade of the world; has much of the richest oil territory known, possesses one-half the standing timber of the country; raises eight hundred million bushels

of grain per year, and finally, the south's cotton crop alone annually exceeds in value the total gold and silver production of the world, and every dollar of gold annually mined on earth is not sufficient to pay the south's bill against Europe for cotton shipments alone. When the two great railroads, The South and Western, and Tide-Water, which are now under construction are completed, with their several branch lines which are now being surveyed, they will develop the vast wealth of the south to a greater degree than ever before known.

The south, at present, has about one-fifth of the membership of our Order and in less than ten years will double that number, and it is about time the south Atlantic states had representation in the Grand Division.

Bluefield Division, No. 324, has the man for that position, and as Brother LaFayette has already introduced him in the March number of our journal, he needs no further introduction.

His record as General Chairman of the Norfolk and Western, has always been above reproach and the great good he has accomplished for the members of our Order will never be forgotten. Now, my Brothers, we commend him to you with the positive assurance on our parts that he is worthy of all the confidence you may bestow upon him.

St. Paul, Va.

H. T. HALL.

Editor Railway Conductor:

This being my initial letter for publication since my appointment as "scribe" for Division 149, I want to ask a favor from all Brothers. Give me your assistance and do not criticise me.

Division 491 is coming along finely, and while there are only a small band of us, our meetings are fairly well attended and the latch string is always in the door to welcome any pilgrim Brother who may be wandering in our vicinity, and a welcome hand-shake is extended to all as a token that he is our Brother and will help him. Will tell you where to find us if you care to come around. Division 491 is located 25 miles east of Clarksburg in the town of Weston, with a population of 5,000 inhabitants, and we have 180 miles of track to run over. We have a mountainous railroad to run over and the boys have some braking to do by hand, but is not so hazardous as when they had no air equipment or automatic couplings.

Our committeeman has just returned from Baltimore where he met the general manager and has secured a very good schedule of pay for us. This is the first time our Division has been represented before the management as our Division is as yet in its infancy, but we secured a very nice raise and a ten-hour day all over the division.

The boys are all very favorably impressed with the fruits of his labor and we are all willing to give better service to the company for their liberal action—for all who have tried it know that a mountain railroad is a hard one to work on—some of our track descends 140 feet to the mile. Now that is going some, isn't it?

We are taking in new members as fast as they become eligible, but like all other roads, have a few "nons" who are still staying out, but hope to convince them of their folly and enter their names on the register of the good old O. R. C.

Some of our Brothers have been deprived of attending our meetings on account of the change in their runs, and while their absence is deeply regretted they are not forgotten.

Business on the W. Va. and P. district has been good and a prospect for better in the near future. The boys are working steady and making good time.

We are all working in harmony and have placed our shoulders against the wheel and are pushing forward to the one end, Charity, Justice, Truth and Perpetual Friendship.

Hoping there will be much said and done for the good of the Order and that its banner may be unfurled over every band of railway men and success attend THE CONDUCTOR. A MEMBER.

Weston, W. Va.

Editor Railway Conductor:

The following donations have been received at the Home for the month of April:

O. R. C. DIVISIONS.

25.....	\$12.00	241.....	\$12.00
47.....	10.00	270.....	6.00
61.....	12.00	327.....	5.00
65.....	10.00	356.....	5.00
137.....	12.00	375.....	5.50
171.....	12.00	381.....	10.00
182.....	25.00	402.....	12.00
222.....	12.00	405.....	12.00
231.....	10.00		
Total.....			\$182.50

SUMMARY.

O. R. C. Divisions.....	\$182.50
B. R. T. Lodges.....	198.45
B. L. E. Divisions.....	118.00
B. L. F. & E. Lodges.....	111.00
L. A. T. Lodges.....	20.60
G. I. A. Divisions.....	5.00
James Costello, No. 270, O. R. C.....	1.00
Alfred S. Lunt, No. 456, B. R. T.....	1.00
Mother of a deceased member of Lodge No. 72, B. L. F. & E., Camden, N. J.....	15.00
Proceeds of a Charity Ball given by No. 175 L. A. T., Procter, Minn.....	54.85
Interest on Deposit in Bank of Williams, Ia.....	89.58
Total.....	\$796.98

MISCELLANEOUS.

Box of Canned Goods and one Quilt from No. 289, L. A. T.

Respectfully Submitted,

JOHN O'KEEFE,

Sec. and Treas.

Highland Park, Ill.



LEGAL

Legal Decisions of Interest to Railroad Men.

Prepared for The Railway Conductor by COLIN P. CAMPBELL, Grand Rapids, Mich.

Validity of the Employers' Liability Act.

Three recent decisions upon this important piece of legislation have brought it prominently before the people and due to the fact that large numbers desired its passage and also because these decisions are not harmonious and much discussion has been indulged in. The point upon which these decisions have turned has been the validity of this act. This question of validity has not arisen from any conflict between its provisions and the constitution; but from the contention that congress has no power to pass an act of this nature. It must be remembered in this connection that the Federal Government is one of enumerated powers; that is, it does not possess the general authority of a sovereign state but enjoys only such powers as have been conferred upon it by the constitution. The result is that, although a sovereign state may enact any law or perform any act incident to sovereignty unless restrained by some supreme act or constitution, our Federal Government may not perform any act or pass any law, authority for which is not traceable to the Federal Constitution.

These considerations, then, dispose of very many of the questions which might arise upon this act and leaves only for thought the inquiry whether there is in the Federal Constitution any warrant for the act under scrutiny. Without reciting the Employer's Liability Act in full it fulfills our purpose to state that it provides that every carrier engaged in interstate or foreign commerce shall be liable for injuries to its employes or servants which may result from the negligence of any of its officers, agents or employes or by reason of any defect or insufficiency due to its negligence in its cars, engines, appliances, machinery, track, roadbed, ways, or works. An examination of the constitution shows but two clauses under

which this legislation may be sustained, both of these occur in section 8 of Article one. The first is that Congress shall have power "to regulate commerce with foreign nations, and among the several states and with the Indian tribes," the other clause is, that Congress shall have power "to make laws which shall be necessary and proper for carrying into execution the foregoing powers, and all other powers vested by this constitution in the government of the United States or any department of offices thereof."

There can be little doubt in the minds of any that this legislation is proper, and sound as far as the object sought to be attained is concerned; but the courts concern themselves with the expediency of legislation, this question is entirely one for the Congress to determine, consequently that Legislation is sound or expedient, cannot prevent the courts from declaring it invalid if warrant for its enactment is not present in the constitution. On the other hand, it must be presumed by the courts that the legislative department considered and passed upon constitutional questions and the respect due the co-ordinate branches of the government requires the court to uphold the validity of an enactment unless clearly without the power of the national legislature. Therefore, if there is any doubt of the validity of a law it is the duty of the courts to hold it valid, resolving all such doubts in favor of the integrity of the enactment. This principle has been reiterated over and over again in the decisions of the Federal Supreme Court. The Trade-mark Cases, 100 U. S. 96; United States vs. Harris, 106 U. S. 635; Northern Securities Co., vs. United States, 193 U. S. 350.

Although the principle does not appear to have been carried so far the reason of the thing points to the con-

clusion that the Federal lower courts ought not to hold a law of congress void unless there is no other alternative, but should leave such questions to the Supreme Court.

With these principles in mind we must find whether the act under discussion is either a regulation of commerce or a law passed for the purpose or carrying into execution the power to regulate commerce. The judges who have rendered decisions on this act have not agreed upon its constitutionality. Judge Evans, in Kentucky, *Brooks vs. Southern Pacific R. R. Co.* 148 Fed. 986, and Judge McCall, in Tennessee, *Howard vs. Illinois Central R. R. Co.*, 148 Fed. 997, hold the law void as not within the power of Congress under the commerce clause. Judge Speer, of Georgia, in *Snead vs. Central Ga. R. R. Co.* 150 Fed.,—a case not yet reported, holds the law valid. The decisions of Judges Evans and McCall proceeded upon two grounds, the first is that the act in question is not a regulation of commerce; the second is that even though it be conceded to be a regulation of commerce, inasmuch as it not only regulates intrastate as well as interstate commerce, it is without the power of the national legislature. This latter point is upon the theory that because persons affected by the law are engaged in handling traffic which originates and terminates within the state as well as other business which may be interstate the act is a regulation of intrastate commerce. This reasoning would devitalize the major part of Federal legislation under this clause and if sound would overrule many decisions of the Federal Supreme Court. The government of rates, legislation upon air brakes, automatic couplers, safety of vessels, qualifications of pilots and in fact many other matters of which limits forbid the mention, must from this reasoning fall, because the vehicles or persons upon which or whom they operate may be engaged at times in purely local traffic. Must Congress then forego the regulations of carriers because these are engaged in both local and interstate traffic? It certainly must if it cannot regulate the relations between carriers and their servants because they may at times be engaged in intrastate business. Two cases are cited by the learned judges in support of their conclusion upon this point, one of these, *Illinois Central R. R. Co., vs. McKindree*, 27 Sup. Ct. Repr., 153, passes on an order of the secretary of agriculture establishing a quarantine line not coincident with a state boundary and forbidding all traffic under certain conditions across that line.

The point to this decision was that as *all traffic* was included in the language

used, the order was void as a regulation of local traffic. The distinction must be apparent; the act in question only applies to carriers engaged in interstate or foreign commerce. The same argument disposes of the Trade-mark cases, 100 U. S., 82, also cited in this connection and is even plainer in distinction. The Federal Trade-mark Law which was in question in that case regulated the use of trademarks on all articles both for interstate and local traffic. Had it limited its rules to the granting of exclusive rights in trade-marks on articles of interstate of foreign commerce it would, undoubtedly, have been sustained and would then have been in parity with the act under discussion.

The opinion of Judge Speer in the *Snead* case is supported on the theory that the power of congress is plenary in this field and involves the regulation of the instrumentalities and agencies of commerce. As opposed to this the learned judges in the other cases content themselves by saying that the act in question is not a regulation of commerce. Other points might have been raised by Judge Speer which would have strengthened his decision. Some of these have been brought out by Mr. Gregory in a very able review of the decisions of Judges Evans and McCall, 5 Mich. Law Rev. 419, but others appear from the cases themselves and seem to have so far escaped attention. Let us now direct our attention to the points which were not considered in either of the three cases and still which seem to us to be controlling.

In the first case decided by the Federal Supreme Court on this point, (*Gibbons vs. Ogden* 9 Wheat, 1.) Chief Justice Marshall said, "What is this power? It is the power to regulate; that is to prescribe the rule by which commerce is to be governed. This power like all others vested in Congress is complete in itself, may be exercised to its utmost extent, and acknowledges no limitations other than are prescribed in the constitution.

* * * * *

If, as has always been understood, the sovereignty of Congress though limited to specified objects, is plenary as to those objects, the power over commerce with foreign nations and among the several states is vested in Congress as absolutely as it would be in a single government having in its constitution the same restrictions on the exercise of the power as appear in the Constitution of the United States." Under the reasoning of this decision then the power of Congress may be well said to extend to the instrumentalities and agencies employed in commerce as was said by Judge Speer. More than this, Congress may, if this language means anything, regulate all

persons or corporations engaged in interstate commerce so far as their relations are concerned with others either as independent contractors or as servants, agents and the like. Congress may impose conditions under which those desiring to engage in or continue in interstate commerce must operate and so may fix rules of liability to those who with it as servants are engaged in interstate commerce. This is clearly deducible from the decision of Mr. Justice Field in *Sherlock vs. Alling*, 93 U. S. 99, in which he holds that the states may fix the liability for marine torts until Congress under the commercial power enacts such rules, and says on page 103, "It is true the Commercial power conferred by the Constitution is one without limitation. It authorizes legislation with respect to all the subjects of commerce, the persons engaged in it and the instruments by which it is carried on. It has embraced * * *

* * * the whole subject of navigation, prescribed what shall constitute American Vessels and what provision their owners shall make for the health, safety and comfort of their crews." In *Cooley vs. Wardens of Philadelphia*, 12 How. (U. S.) it was held that Congress has power to regulate pilots under the commerce clause. Can it be doubted then that the relations between those engaged in interstate commerce, may be regulated by Congress or can it be contended that under all of these authorities the regulation of common carriers engaged in interstate business is not completely in Congress when it desires to exercise that power.

Again as Congress may create corporations (*McCulloch vs. Maryland* 4 Wheat 316) and as part of the power to create is the power to prescribe rules under which the corporations so created may do business it is certainly true that Congress could incorporate an interstate carrier and in the act of incorporating place provisions like those in the act in question, as it has this power may it not, having permitted the states to form the

corporations impose rules which might be inserted in the charter but which the state has omitted?

The commerce clause of the Federal Constitution was an effort to suppress the evils of the Confederation under which intercourse was hampered by varied rules, each state imposing its own restrictions. Within this mischief is the present diversity of interstate rules governing this subject and it could easily be imagined in what way states might embarrass interstate communication by laws affecting the relations of master and servant. Consequently as Mr. Justice Brewer has well said in considering how it shall be decided whether engineers and firemen were fellow servants, this is "a question in which the nation as a whole is interested. It enters into the commerce of the country.

* * * The lines of this very plaintiff in error extend into half a dozen or more states, and its trains are largely employed in interstate commerce. As it passes from state to state must the rights, obligations and duties subsisting between its employes change at every state line? If to a train running from Baltimore to Chicago it should within the limits of the state of Ohio attach a car for a distance only within that state, ought the law controlling the relation of a brakeman on that car to the company be different from that subsisting between the brakeman on the through cars and the company?

Whatever may be accomplished by statute—and of that we have nothing to say—it is obvious that the relations between the company and the employe are not in any sense of the term local in character, but are of a general nature and to be determined by the general rules of the common law." *Baltimore & Ohio R. R. Co vs. Baugh*, 149 U. S. 368.

Upon these decisions and reasons the validity of the act in question seems beyond doubt especially when it is remembered that all doubts must be resolved in favor of the validity of Acts of Congress.



FORUM OF STANDARD TRAIN RULES

Edited by George E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

EDITOR FORUM—Please give us your opinion in next issue of CONDUCTOR on the following questions:

No. 522, fourth class, north bound, due at F, 1:06 p. m. Note on time table says No. 522 losing its rights when 15 minutes or more late between F and H U and will move as a shifting Eng. F between F and H U.

If No. 522 leaves F 20 minutes late can they resume their rights at P, which is between F and H U, and leave P on time, which is 1:45 p. m.; or will they move as shifting Eng. F to H U? A. J. DECKER.

Phillipsburg, N. J.

ANSWER—No; when No. 522 becomes 15 minutes late between these points they must not again assume their rights until they arrive at H U. The note does not require that they remain 15 minutes late or more, but simply states that when 15 minutes late they lose rights between F and H U and it follows that when once these rights are lost between two points they must not again assume their rights without some special arrangement.

EDITOR FORUM—Please answer the following:

ORDER NO. 1.

Eng. 629 will run extra A to B and meet extra 641 at B.

On arrival at B is this meet order fulfilled.

Trinidad, Colo. ADEN DONNELLY.

ANSWER—This question is short and right to the point. There is nothing in the Standard Code that says the order is or is not fulfilled under these conditions. Our position on this question is that when extra 629 reaches B the order is fulfilled (void) as much as it is pos-

sible for extra 629 to fulfill it whether extra 621 is at B or not. We take this view for the reason that when extra 629 reaches B they are no longer an extra train as they have run the limit of their existence and are simply so much equipment. We believe in the interest of safety that such an understanding is necessary.

If the meet portion of the order is still in effect after extra 629 arrives at B the question would arise, how long would it remain in effect? One minute, one hour or one week? It must be apparent that if it is good one minute that it is good for a year if extra 641 should not arrive before.

The only safe plan is to consider all orders void that are held by a train when such trains arrive at its terminal. The terminal of extra 629 is B, if they had been given another order on arrival at B to run extra B to H it would have created a new train with terminals B and H and it would have been the duty of the train dispatcher when creating this new extra to protect it from opposing extras. The first meet was for extra 629 with terminals A and B and was intended for the protection of this particular extra and when extra 629 arrived at B the order had served its purpose. In the interests of Rule 106 should a case as above occur and the dispatcher fail to mention extra 641 in the order for engines to run extra B to H, the conductor should call his attention to extra 641.

EDITOR FORUM—In your next issue kindly give your opinion, also as to the rules and practices of roads throughout the country, working under Standard Rules and referring to Form J, Hold No. 2 at Berlin. This, of course, is

addressed to and completed to the operator. Upon the arrival of No. 2 at Berlin, was it intended by the one framing this order that the Conductor of said train or trains concerned to sign that order? What is meant by "It must be respected by conductors and engineers of trains thereby directed to be held as if addressed to them?" If so, why do not the instructions more plainly instruct, as in other places the rules plainly say, "Those to whom the order is addressed, except engineers, must then sign it." The failure of these words being inserted in form "J" leaves some doubt in the mind of many as to the intention of those framing it, whether or not they expected the conductor to sign it or not, of course it is to be expected that if they signed the hold order, they would sign the annulment, or may go order.

F. BEMIS.

San Francisco, Cal.

ANSWER—Our understanding of Form J order is that copies of it should be delivered to the train affected but it is not necessary that conductors sign for it. The words "It must be respected by conductors and engineers of trains thereby directed to be held as if addressed to them" mean that the order must be obeyed, but it is not the intention that these orders shall be signed for the same as a 31 order.

When the operator receives an order "No. 2 may go," he will deliver it to conductors and engineers of all trains affected that have received a copy of the hold order, this will be authority for them to disregard the hold order but it does not give them any right to pass the stop signal while it remains at block. If the train order signal is kept at block after the "may go" order is received a clearance card must be issued to No. 2 before they can go.

The above is the standard method of handling a form J order, but some roads instruct conductors to sign for the order and also permit a train to pass the signal when a "may go" is received. Both of these practices should be discouraged.

EDITOR OF FORUM—Please give answer through THE CONDUCTOR on the following:

To C. & E. Extra 675 at A.

Extra 675 will run ahead of No. 4 until overtaken.

On arrival at C found No 4 behind us pulled in and left No. 4 by, but they had signals. Can extra 675 proceed without further orders or do they have to wait until all sections of No. 4 have arrived at C? Answer and oblige.

A MEMBER OF 153.

Mauch Chunk, Pa.

ANSWER—Rule 218 provides that where a train is named in a train order by its schedule number alone all sections are included. This being true extra 675 virtually had an order reading:—Extra 675 will run ahead of all sections of No. 4 until overtaken. After first No. 4 passed C extra 675 could proceed ahead of second No. 4 until overtaken. Copies of this order must be delivered to all sections of No. 4 so that they all have notice that extra 675 is running ahead of them.

EDITOR FORUM—Eng. 1568 received the two following orders at Trout Creek. Which extra had right to proceed? Are the orders correct? R. TAYLOR.

Spokane, Wash.

TRAIN ORDER NO 21.

To C. & E. Eng. 1568, at Trout Creek.

Eng. 1568 will run extra Trout Creek to White Pine with right over all extras west. All extras west get this at White Pine.

Rec'd at 6:16 a. m. Complete at 6:20 a. m.

TRAIN ORDER No. 1.

To C. & E. all east except first class trains at Trout Creek station.

Eng. 1305 will run extra from Dixon to Trout Creek on Monday, January 7, as follows, with right over all except first class trains:

Dixon, 1:00 a. m., Duncan 1:15, Perma, 1:30, Olive, 1:45, Paradise, 2:00, Plains, 2:10, Weeksville, 2:25, Eddy, 2:40, Woodlin, 2:55, Thompson Falls, 3:05, Belknap, 3:20, White Pine, 3:40, Trout Creek, 4:00 a. m.

Made Complete at 12:15 a. m.

ANSWER—Extra 1568 has no authority to move on the two orders given. Extra 1305 has right over all except first class trains. This includes extra 1568. Order No. 21 gives extra 1568 right over all extras west and as this includes extra 1305 the result is a confliction of orders as order No. 21 does not supercede order No. 1. Order No. 21 should have read:—Engine 1568 will run extra Trout Creek to White Pine and will meet all westward extras at White Pine.

The train dispatcher who sent this order evidently does not understand the Form C order, else he would not have used it for this movement. A Form C order simply reverses the rights of trains, but in this case order 21 gave extra 1568 right over extra 1305 and order No. 1 gave extra 1305 right over 1568 as both were left in force. It should be understood that two opposing trains cannot both be allowed to hold superiority orders.

OFFICIAL CHANGES

E. W. Mason has been appointed trainmaster of the Northern Pacific at Seattle, Wash.

C. C. Jones has been appointed trainmaster of the Atlantic Coast Line at Jacksonville, Fla.

W. H. Karns has been appointed assistant trainmaster of the Pennsylvania at Pittsburgh, Pa.

T. H. Watkins of Scranton, Pa., has been elected president of the Pittsburgh, Binghamton & Eastern.

R. E. Weaver has been appointed assistant master of trains of the Louisville & Nashville, at Birmingham, Ala.

V. N. Camden, heretofore yardmaster of the Southern Railway at Spencer, N. C., has been appointed trainmaster at Charlotte, N. C.

E. J. Lampert, agent of the Missouri, Kansas & Texas at St. Louis, Mo., has been appointed superintendent of terminals at Kansas City, Mo.

M. M. Richey has been appointed manager of the middle and western districts of the Southern Railway, with headquarters at Atlanta, Ga.

H. C. McFadden has been elected president and general manager of the Broxton, Hazelhurst & Savannah, which has purchased the Ocilla & Valdosta.

J. H. Griffin has been appointed assistant superintendent of the Brandon, Saskatchewan & Hudson Bay, a branch of the Great Northern, with office at Brandon, Man.

J. F. Porterfield, heretofore division superintendent of the Yazoo & Mississippi Valley, has been appointed superintendent of the Louisiana division of the Illinois Central at McComb.

The jurisdiction of A. T. Dice, general superintendent of the Philadelphia & Reading, and of W. H. Keffer, superintendent, both with headquarters at Reading, Pa., has been extended over the Williams Valley Railroad.

H. J. Miller has been appointed trainmaster of the Southern Railway at Atlanta, Ga.

J. Y. Hill has been appointed trainmaster of the Northern Alabama at Sheffield, Ala.

L. D. Baldwin has been elected vice-president of the Rio Grande, Sierra Madre & Pacific.

Frank Karsteadt has been appointed trainmaster of the Southern Railway at Chattanooga, Tenn.

R. A. McCandless has been appointed assistant division superintendent of the Great Northern at Larimore, N. D.

M. D. Fohey, trainmaster of the Ann Arbor, has been appointed superintendent of the Mississippi Central, with office at Hattiesburg, Miss.

J. R. Jones has been appointed assistant superintendent of the San Antonio division of the International & Great Northern at Taylor, Tex.

Blaine Gavett, trainmaster of the Pere Marquette at Saginaw, Mich., has been appointed superintendent of the Kalamazoo, Lake Shore & Chicago.

W. C. Franz, superintendent of the Kanawha & Michigan has been appointed general manager of the Kanawha & West Virginia, with office at Charleston, W. Va.

James D. Welsh, superintendent of the southern division of the Colorado & Southern, has been appointed general superintendent, with headquarters at Denver, Colo.

J. H. Strubel has been appointed to the newly created position of assistant to the general manager of the Ann Arbor and the Detroit, Toledo & Ironton, with headquarters at Toledo, O.

W. N. Smith, heretofore secretary, general freight and passenger agent and superintendent of the Ocilla & Valdosta, has been appointed superintendent of the Bronxton, Hazelhurst & Savannah.

M. H. McCabe has resigned as superintendent and traffic manager of the Mississippi Central, and it is stated will take a position with the Norfolk & Western.

W. A. Gore, heretofore chief train dispatcher on the Seaboard Air Line, has been appointed superintendent of the third division, with office at Abbeville, S. C.

E. H. Daniel has been appointed trainmaster of the Central of Georgia, at Macon, Ga. J. R. Herndon, trainmaster at Albany, Ga., has been transferred to Columbus, Ga.

T. M. Connors, assistant superintendent of the Toledo & Ohio Central, has been appointed superintendent of the Kanawha & Michigan, with headquarters at Charleston, W. Va.

J. H. Witt, superintendent of the third division of the Seaboard Air Line, has been transferred to the superintendency of the first division with headquarters at Richmond, Va.

C. M. Scott, heretofore chief clerk to President Randolph, of the Maricopa & Phoenix & Salt River Valley, has been appointed superintendent of that road, with headquarters at Phoenix, Ariz.

W. R. Hudson, heretofore superintendent of the first division of the Seaboard Air Line, has been appointed superintendent of terminals of the Southern Railway, with headquarters at Salisbury, N. C.

E. A. Sherman has been appointed trainmaster of the Cincinnati division of the Cincinnati Southern, in place of R. L. Barrett, who has been appointed superintendent of the Alabama, Great Southern at Birmingham, Ala.

J. J. Cotter, trainmaster of the Central of Georgia, at Birmingham, Ala., has been transferred to Savannah, Ga., as acting superintendent of transportation in the absence of G. L. Candler, who has been granted an extended leave of absence on account of ill health.

J. W. Morrison, general yardmaster of the Great Northern, has been appointed superintendent of the St. Paul Union Depot Company at St. Paul Minn., succeeding Joseph Strawhorn, who has been appointed general manager of the South St. Paul Terminal Railway.

B. F. Beckman, heretofore engineer of maintenance of way of the St. Louis, El Reno & Western, has been appointed superintendent of that road and the Ft. Smith & Western, with headquarters at Ft. Smith, Ark., and the former position has been abolished.

J. A. McDougal, heretofore trainmaster of the Chattanooga division of the Southern Railway, has been transferred to Birmingham, Ala., as superintendent of terminals.

C. L. Gardner, trainmaster of the Hocking Valley at Columbus, O., has been appointed assistant superintendent of the Toledo & Ohio Central at Bucyrus, O.

M. T. Pratt, resident engineer of the Gulf, Colorado & Santa Fe at Temple, Tex., has been appointed superintendent of the Texas & Gulf, with office at Longview.

K. S. Hull, superintendent of the Texas & Gulf, has been appointed superintendent of the Southern division of the Gulf, Colorado & Santa Fe, with headquarters at Temple, Tex.

Felix Jackson of Brownwood, Tex., has been appointed general manager of the Houston & Brazos Valley, successor to the Velasco, Brazos & Northern, with headquarters at Velasco, Tex.

H. J. Roth has been appointed assistant superintendent of the Rio Grande Western at Salt Lake City, Utah, in place of E. H. Holden. Mr. Roth was formerly assistant division superintendent of the Union Pacific at Ogden, Utah.

H. E. Brown, heretofore trainmaster of the Hudson division of the New York Central & Hudson River, has been appointed assistant superintendent of that division, with office at New York, succeeding F. T. Slack, promoted. Mr. Brown is succeeded as trainmaster by E. F. Wright.

E. S. Luty has been appointed trainmaster of the first and second districts of the Southern Pacific at Ogden, Utah. E. A. Campbell has been appointed trainmaster of the fourth district, between Lovelock and Sparks, including the Lovelock, Hazen and Sparks yards, with office at Sparks, Nev. The jurisdiction of W. J. Stinson, trainmaster of the third and fourth districts, will extend from Carlin to Lovelock, including the Carlin and Winnemucca yards, with headquarters at Winnemucca, Nev.

Official announcement is made of the appointment of Mr. F. S. Forest, heretofore assistant general superintendent of the Great Northern at Minot, N. D., as general superintendent of the Spokane Falls & Northern, the Columbia & Red Mountain, the Red Mountain, the Nelson & Fort Sheppard and the Washington & Great Northern railroads, and the Vancouver, Victoria & Eastern Railway & Navigation Company of the Great Northern system, with headquarters at Spokane, Wash.

MENTIONS

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Brother E. J. Adams has been appointed General Yardmaster for C. N. O. & T. P. Ry. at Oakdale, Tenn.

Glad to note the appointment of Brother E. T. Hatten as general yardmaster at Cristobal, Canal Zone, Panama.

Brother S. G. Campbell has been appointed trainmaster for the Wisconsin Central Railway with office at Ironwood, Mich.

Glad to note the appointment of Brother Geo. B. Schrand as trainmaster for the Wisconsin Division of the North-Western Railway.

Brother Wm. R. Ashford lost his pocket book in Union Depot, Chicago, April 13. Cards for years 1903-4-5-6-7 were in it. If found send to C. H. Warren, 3003 Calumet Ave, Chicago, Ill.

The Iron Trail, of Minneapolis, Minn., is the only independent railroad magazine that is published in the interests of all classes of railroad men and should be in every home. The publishers would be glad to send copies free to all who would apply.

We are glad to note that Brother E. H. McElroy of Division 164, has been appointed yardmaster at Eagle Grove, Iowa, for C. & N. W. terminals. Brother McElroy has been with the C. & N. W. Co. as brakeman and conductor since September 22, 1893. Let the good work continue.

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Brother S. A. Houck has been appointed Chief Train Dispatcher for D. S. S. & C. M. Ry. at Marquette, Mich.

Brother J. D. Blair has been appointed General Yardmaster for the Chicago & Eastern Illinois Ry. at West Frankford, Ill.

We are glad to note that Brother J. F. Shaughnessey, of Division 57, has recently been appointed to the position of Railroad Commissioner for Nevada.

Division 419 will hold meetings only on the second and fourth Sundays during months of May, June, July, August and September.

It gives us much pleasure to announce that Brother John R. Jones has been appointed Assistant Superintendent of the International and Great Northern Railroad Co., San Antonio division, headquarters San Antonio, Tex.

Brother Chas. M. Cobb, of Division 205, Portsmouth, Va., who has been general yardmaster of the Atlantic Coast line R. R. at Pinnars Point, Va., has been appointed trainmaster of the Norfolk district, main line of A. C. L. R. R., Norfolk to Roday Mount, N. C. The appointment gives general satisfaction to the men as they all love Brother Cobb and will do anything to rush business for him. He will be kept very busy for the next seven months as this is the road that will take nearly all the Southern people to the Jamestown exposition. Good luck to Brother Cobb.

"Ah, I love to have the little folks around me!" exclaimed the prosperous looking gentleman. "I take such an interest in them. What would this old world be without them?"

Of course it pleased us mightily to hear a man talking thus, and we were anxious to know who he was. So we asked a friend.

"O, that's Erasmus Plantagenet Squeezum. He runs a sweat shop and employs child labor."

Then it dawned upon us that we cannot always sometimes tell.

For the benefit of Brothers who would like to know it, we note that Brother M. J. Mulligan, who was General Yard Master for the G. H. & S. A., at San Antonio, Texas, from August 1, 1882, till August 31, 1906, is now living at 2900 Euclid Avenue, Kansas City, Mo. No doubt there are many railroad men all over the United States and Mexico who hold Brother Mulligan in friendly remembrance and who will be glad to know where he lives. Ill health caused him to lay down his burden of G. Y. M. and we hope that rest will help him regain his health.

We have received a card from Brother Geo. R. Hough of Division 206, announcing April 15th as the fiftieth anniversary of his service with the Wabash Railway, 20 years as engineer, 30 years as conductor. Half a century on the rails, truly a long time, and the feature of it which shines forth with brilliancy is that Brother Hough "made good", he did that which was "right" and fair. The evolutions of fifty years of railroading in the United States, forms a perspective wonderful to contemplate and glorious in accomplishment. We extend congratulations to Brother Hough and trust the hand of Time will deal gently with him.

New Divisions.

504—MONROE, MONROE, N. C., 2nd and 4th Tuesdays, 2:30 p. m.

S. H. Green C
A. S. Dearing, S

Organized April 28, 1907, by Brother Wm. M. Clark, Grand Junior Conductor. The Division starts its career with 20 charter members.

508—HAMMOND, HAMMOND, IND., 2nd and 4th Sundays at 2. p. m. Weis Hall.

H. W. Looby, 203 State Line C
J. C. Collins, 645 Summer St., S

Organized April 14, by Grand Junior Conductor, Wm. M. Clark.

A parcel can be mailed from this country to the British colony of Bermuda for three-fourths the postage charged between any two postoffices in the United States, and the parcel to Bermuda may go as high as eleven pounds, while the domestic parcel is restricted to four pounds. Some queer things are found in the postal management of the United States.—St. Louis Globe-Democrat.

In "The Railroad Employee" for April, we note an account of the launching of another railroad Order. Its name is "Brotherhood of Railroad Employees." The new Order was organized January 20 and incorporated March 11, of the present year. The prospectus says "its founders have taken a whole stride in advance of other labor organizations by substituting the word "arbitration" for that of "strike". It is announced that the Brotherhood is to pay a sick, accident, and health benefit, as well as a benefit upon the death of a member's wife. Initiation fee is \$2.00, dues \$6.00 a year and grand lodge dues \$1.00 per year.

Mr. William Thompson, president and general manager of the Kalamazoo Stove Co., has recently been re-elected to a second term as mayor of the City of Kalamazoo, Mich. Mr. Thompson's past administration as mayor of Kalamazoo has been characterized as a most thorough business administration and earned for him a re-election by a strong plurality. Mr. Thompson's ability as a business man is plainly seen in the wonderful growth of the Kalamazoo Stove Co., which he organized and has managed for a number of years. There are thousands of Kalamazoo stoves in the homes of our readers and the advertisement of that company is running regularly in our magazine.

We have received a marked copy of the anniversary (fifth year) of the Potters Herald, published at East Liverpool, Ohio. It is truly a wonderful compilation of interesting reading and artistic advertising. The Potters Herald is the official organ of the National Brotherhood of Operative Potters. The brief history of the Pottery Industry is exceedingly instructive. Few people know, perhaps, that the first pottery known to the world appeared three thousand years before Christ, in Egyptian hieroglyphics in the form of earthenware vases. We congratulate the Herald on its splendid appearance in every way, and feel sure the craft throughout the world will appreciate its efforts.

The following Division Cards have been lost or stolen; if presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV. NO.
9302.....	W. R. Casford.....	1
18633.....	C. A. Martin.....	30
17723.....	A. G. Emerson.....	18
17551.....	J. J. Murphy.....	40
6189.....	J. A. Kennedy.....	55
18319.....	I. T. Tullock.....	57
10787.....	J. F. Andrews.....	69
11578.....	C. D. Blair.....	100
7922.....	Howard Langford.....	105
12267.....	R. C. Russell.....	131
12260.....	G. M. Parker.....	131
16648.....	Thos. Conway.....	132
15252.....	C. Banks.....	185
12893.....	A. Y. Gale.....	195
15513.....	C. A. Wahlstrom.....	195
10563.....	J. J. Beckam.....	196
15412.....	R. C. Bell.....	221
8372.....	M. O'Brien.....	232
17532.....	H. Covert.....	266
13686.....	W. S. Burnett.....	271
18992.....	J. W. Skelley.....	293
13328.....	B. C. Jennings.....	357
4715.....	H. W. Moore.....	364
17640.....	J. E. Mahon.....	366
16851.....	N. T. Hughes.....	394
12550.....	H. E. Hansard.....	422
16082.....	J. A. Kirk.....	475

A Famous Newspaper Man.

William E. Curtis, the famous correspondent of the Chicago Record-Herald, writes a two-column letter for his paper every day in the year without intermission. His powers of sustained work are as great a marvel as his faculty of always making his matter interesting.

Probably no other newspaper correspondent in the country is read so regularly and eagerly by so many thousands of men and women as Mr. Curtis. Mr. Curtis has traveled several times around the world, visiting every country under the sun, and writing a larger number of brilliant and interesting letters of travel than were ever before produced by a single hand. Many of these have later been reprinted in book form. One of his latest expeditions for The Chicago Record-Herald was through Mexico, resulting in a series of letters as entertaining as those he wrote a few years ago from India, Turkey and the Holy Land. His forthcoming letters from Ireland, Russia and Germany will rival in importance and interest any of his previous contributions.

Beginning his career in Chicago as a reporter in 1872, Mr. Curtis rapidly rose to be managing editor. He resigned that position to accept a government appointment as secretary of the South American commission. So brilliantly did he perform the duties of this office

that James G. Blaine, Secretary of State, placed him at the head of the Bureau of American Republics. At the world's fair in Chicago, he distinguished himself as the executive head of the Latin-American department. He is a member of almost every learned society in Washington and of many in Europe. It is not strange that The Record-Herald prints Mr. Curtis' letter every day in the first column of the front page, and that nothing but a California earthquake can displace it from that station of honor.

Railroad Employees.

In the service of the railways of the United States today more than a million and a quarter of men are employed. Of this multitude 52,451 are engine men, 55,000 are firemen, 40,000 are conductors. The number of engines in active use is 47,000, the number of passenger cars is 40,000, and of freight cars 1,760,000. These cars and engines, if placed in line would half encircle the globe.

Reason For Heavy Wheels.

Everywhere in the Old World the wheels of wagons and carriages are two or three times as heavy as those on corresponding vehicles in America, and so appear clumsy and cumbersome to us. The explanation of the difference is that our wheels are made of hickory, a wood unknown abroad, which supplies the requisite strength in smaller mass.—The Travel Magazine.

"Work" in Scotland.

From Success Magazine.

A New Yorker who crosses the Atlantic several times a year says that last year he was in Dundee, Scotland, when he found himself in need of shoes.

On entering the first shop he came to he was surprised to find that patrons were expected to sit in an ordinary, stiff, high-backed chair, and that there was no rest for the feet, nothing, in fact, in the way or accommodation.

After making his purchase, and as he was about to leave the shop, he said to the clerk:

"In American shoe stores there is a rest placed on the floor in front of each customer, and on this rest he places his foot. Just back of this rest is a seat on which sits the clerk as he fits the customer."

The clerk listened respectfully to all this. Then, leaning confidentially toward the American, he said:

"That's all very well in America, sir, but here, our employers do not like to see us sitting down when we work."

Lewiston, Idaho, April 22nd.—Racing against the April sunshine and the warm rains of spring, the Oregon Railroad and Navigation Company on its Lewiston-Riparia line and the Northern Pacific on its Culdesac line are battling to complete this work in time to handle all the grain traffic of the Palous country, the Nez Perce prairie and the Cama prairie over the water grade from Lewiston to the coast. The Lewiston-Riparia line is now nearing completion and the contractors state that the rails will be laid to the bridge across the Clearwater river at this point, by the first of June. The joint work of the Northern Pacific and the O. R. & N. on the New Union Depot and the five miles of yards at this point is being pushed night and day, while the work on the Lewiston-Culdesac line is going forward with big strides.

Common Spiders.

Spiders are more varied and plentiful than is commonly supposed. In almost every locality in the country at least three or four hundred species may be collected. In summer spiders abound on all kinds of plants, from grass to trees. It is only when the webs are covered with dew that they become especially conspicuous. The webs are then no more plentiful, but I often hear the question asked on dewey mornings or foggy days, "What makes so many more cobwebs than usual to-day?" "The collecting of moisture makes especially noticeable the flat webs on the grass. These are made by members of the Agalenidae family of spiders. Each has a noticeable tube at one side in which the spider lives.—From "Nature and Science" in May St. Nicholas.

We have just received from Frederick J. Drake & Co. a book called "Locomotive Breakdown. Questions Answered and Illustrated." The book is 4½ by 7, with 285 pages, and bound in limp leather, so as to be handy to carry in pocket or grip. It is really a compilation of answers to 400 questions asked by engineers during a series of years—answered by the author, W. G. Wallace, in the Brotherhood of Locomotive Firemen's Magazine. They cover almost every possible "Breakdown" and include many difficult problems, all answered in a clear-cut manner, in simple terms, easily understood by railway men. The book also contains valuable pointers, rules and tables with many engravings and is indexed for quick reference. It is an invaluable book for engineers, firemen or trainmen.

FREDERICK J. DRAKE & CO.,

350 Wabash Ave., Chicago, Ill.

The Elemental.

The best traits of the worst men and the worst traits of the best men are always astonishing, and yet such elemental streaks are continually coming to the surface to make us wonder at the curious construction of the human soul or mind. In the May McClure's Edward S. P. Pillsworth presents a study of such odd, and unexpected mental streaks in his story "The Elemental" which show us an incident in the life of a tramp.

A Stamp Menagerie.

From Frank J. Stillman's "Stamp Collecting" in April St. Nicholas.

A very complete menagerie may be formed from a collection of postage stamps having animals, birds and fish as the central figures. The animals represented are lion, tiger, elephant, giraffe, jaguar, camel, hippopotamus, buffalo, bear, leopard, dog, kangaroo, deer, horse, cow, llama, goat, monkey, donkey, beaver, duckbill, seal, sable, gorilla, cobra, crocodile, tortoise. The fowl family is represented by the peacock, owl, heron, eagle, parrot, turkey, snipe, swan, goose, quail, dove, huia-bird, emu, pheasant, lyre bird, apteryx, torea. Of fish there are but two—the cod and carp. The insect kingdom has one representative in the butterfly, nestling in the coiffure of former Queen Liliuokalani.

Were Life But Thought.

"Life is but thought".—Coleridge.

Were life but thought and were it nothing more,

Then were it drear and of but little worth,

As those bleak summits, lone and whitened o'er,

Are dead to all the valley's warmth and mirth.

Or as the moon, pale mistress of the night,

Forever brooding o'er earth's darkened mould,

Serenely sails, unmindful that her bright

Refulgent beams, no warm pulsations hold.

But what this joy that flutters at the breast

Like the caged lark that would to heaven aspire?

And what of song that cannot be repressed,

But with glad harmony of voice and lyre

Would mount the bright elysium of Jove?

Oh, life is more than thought: 't is joy; 't is love.

—Timothy Cole in the May Century.

In labor disputes these days, the workmen urge the greater cost of living while the employers point to the greater cost of material. Who gets the money?

Traveling Men Attention.

When you are through reading this paper on the train, throw it out to the first gang of section men you pass so they can read it and enjoy it. They will appreciate it.

We have received from the McConway-Torley Company of Pittsburg, a beautifully printed and illustrated booklet showing the latest or 20th century developments in Passenger service equipment. All steel passenger cars will surely make up the passenger equipment of the future. The McConway-Torley Company are pioneers in the field.

Comparative Color Blindness.

If one thousand men gaze at a garden of flowers, fifty of them will see the colors falsely. If one thousand women view them, nine hundred and ninety-six or seven will perceive the hues correctly. Of the six colors of the rainbow which, mingled in thousands of combinations, give all the varying hues of sky and sea, of mountains and valley, some are never seen by the color-blind, or are felt only as light and shade of black and white. Very few persons are totally color-blind, yellow, blue and violet being rarely lost. To the totally color-blind all landscapes and objects are like an engraving in black and white.—From Edward A. Ayer's "Color-blindness" in the April Century.

We have received from Brother J. J. O'Brien of Division 56, resolutions on the retirement of Mr. W. J. Fripp as Assistant Superintendent of the River division of the West Shore Railroad and his appointment as Assistant General Superintendent of the Boston & Albany Railroad. Also an extensive account of a banquet and diamond presentation by the O. R. C. and B. L. E.

The resolutions which were written and introduced in Division 56 by Brother O'Brien, have also been adopted by O. R. C. Division at Syracuse., DeWitt, Utica, and Albany. By B. L. E. Divisions at Albany, Utica, Schenectady and Syracuse. By B. R. T. Divisions at Albany, Utica, DeWitt and Syracuse.

Mr. Fripp was certainly a very much admired man by the employes and we have no doubt he will be at the top of the ladder soon.

Scared By Phantom Train.

Illinois Railroad Men Worried by Ghostly Fast Freight.

Bloomington, Ill., March 10.—A phantom freight train on the Chicago & Eastern Illinois railroad is worrying some of the trainmen and engineers of that road. The train is said to have whirled through Watseka at the speed of 60 miles an hour.

A heavy freight train in charge of Conductor Fox and Engine Driver Hazard was occupying the sidetrack there when the phantom train raced by. Ekerty, an operator who was on duty, also saw the train and made an entry in his train book.

When he reported the train to the dispatcher the latter reprimanded him, stating that no such train was on the division and told him to wake up.

When the crew corroborated the story of the operator and described the train rushing by regardless of the stop signal, the engineer at the throttle and a fireman shoveling coal, the dispatcher began to take notice and ask for further particulars.

When Burnett, an operator of the Toledo, Peoria and Western, which crosses the Chicago and Eastern Illinois at that point, also reported seeing the strange train the phantom began to take on the appearance of reality. All crews are on the alert to see if there will be a repetition of the strange phenomenon.—Baltimore Sun.

Ten Sermons in Thirty Seconds.

BY THE REV. CHARLES STELZLE.

There are many kinds of "memory methods," but no one has ever invented a scheme which will help a man forget.

If any man were half as good as he knows how, he would be twice as good as he is.

Most men flatter themselves that they cannot be fooled by their fellows, but they are fooling themselves by supposing they can fool others.

It is a most difficult task to drag to its destruction a beast of the field, but it is sometimes a hopeless undertaking to attempt to rescue a human being.

Reputation is what others give us. Character is what we give ourselves.

Some men are trying hard to get rid of sins. They will never succeed until they conquer sin.

Innocence is ignorance of sin. Virtue is sin conquered.

We are punished not so much for our sin, as by our sin.

Most men are sorry, not because they have sinned, but because of the result of their sin.

The devil never taunts the man of whom he is sure.

Some Good Things on Friday.

But of all popular superstitions, that which marks Friday as a day of ill omen should receive least attention in this country, for in the history of the continent Friday has always been a happy and eventful day.

It was on Friday that Columbus sailed on his voyage of discovery.

Friday, ten weeks afterwards, he discovered America.

Friday, Henry VII. of England gave John Cabot his commission, which led to the discovery of North America.

Friday, St. Augustine, the oldest town in the eastern part of the United States, was founded.

Friday, the Pilgrims landed at Plymouth; and on Friday they signed the first compact insuring self government in the history of the nation.

Friday was the birthday of George Washington.

Friday, Bunker Hill was seized and fortified.

Friday, the British General Burgoyne surrendered to General Gates at Saratoga.

Friday, Cornwallis surrendered at Yorktown.

Friday, the motion was made in the Continental Congress that the Colonies were and of right ought to be free and independent.

The President's View on the Large Family.

There are countries which, and people in all countries who, need to be warned against a rabbit-like indifference to consequences in raising large families. The ordinary American, whether of the old native stock or the self-respecting son or daughter of immigrants, needs no such warning. He or she needs to have impressed upon his or her mind the vital lesson that all schemes about having "doctors in public schools," "about kindergartens, civic associations, women's clubs, and training families up in this way or that are preposterous nonsense if there are to be no families to train; and that it is a simple mathematical proposition that, where the average family that has children at all has only three, the race at once diminishes in numbers, and if the tendency is not checked will vanish completely,—in other words, there will be race suicide. Not only the healthiest, but the highest relations in life are those of the man and the woman united on a basis of full and mutually respecting partnership and wise companionship in loving and permanent wedlock. If, through no fault of theirs, they have no children they are entitled to our deepest sympathy. If they refuse to have children sufficient in number to

mean that the race goes forward and not back, if they refuse to bring them up healthy in body and mind, then they are criminals.—From "A Letter from President Roosevelt on Race Suicide," in the American Monthly Review of Reviews for May.

A Lost Art in Violin Making.

The Cremona varnish disappeared about 1760, and so far the receipt has not been rediscovered. Whether it was a gum or an oil or a distillation from some plant or a chemical is not known, nor how it was mixed. Many theories regarding it have been advanced from time to time, and Dod, who died in 1830, claimed to have rediscovered it. He employed others to make his violins, but always varnished them himself. His varnish is very superior, and his violins command high prices. The varnishing and polishing of a violin are done usually by a woman. It requires time and practice, for the finest instruments are gone over as often as thirty times.—*Elizabeth Mitchell Stephenson, in the March Circle.*

Ruins—But Good.

Put me somewhere west of East street
where there's nothing left but dust,
Where the lads are all a hustling and
where everything's gone bust,
Where the buildings that are standing
sort of blink and blindly stare,
At the damndest finest ruins ever gazed
on anywhere.

Bully ruins, brick and wall, through the
night I've heard you call
Sort of sorry for each other cause you
had to burn and fall;
From the Ferries to Van Ness, you're a
God-forsaken mess,
But the damndest finest ruins, nothing
more nor less.

The strangers who come rubbering and
huntin' souvenirs,
The fools that try to tell us it will take
a million years
Before we can get started, so why don't
we come to live
And build our homes and factories upon
the land they've got to give.

"Got to give!" why on my soul, I would
rather bore a hole
And live right in the ashes than even
move to Oakland's mole,
If they'd all give me my pick of their
buildings proud and slick,
In the damndest finest ruins still I'd
rather be a brick.

—Sent to us by Brother W. V. Stafford.

OBITUARY

- BACON—Brother D. P. Bacon, Division 241, DeSoto, Mo.
BALDWIN—Brother D. A. Baldwin, Division 296, Rutland, Vt.
BOYD—Brother F. L. Boyd, Division 107, Cincinnati, Ohio.
BRADLEY—Brother J. A. Bradley, Division 336, Duluth, Minn.
BROWN—Brother P. W. Brown, Division 40, St. Paul, Minn.
BURLEY—Brother A. Burley, Division 189, Sarnia, Ont.
CANNON—Brother M. A. Cannon, Division 471, Pittsburg, Pa.
CAPWELL—Brother J. B. Capwell, Division 154, Binghampton, N. Y.
COBB—Brother J. A. Cobb, Jr., Division 196, Jacksonville, Fla.
COLMESNIL—Brother W. T. Colmesnil, Division 381, Evansville, Ind.
CONWAY—Brother J. J. Conway, Division 416, Pottsville, Pa.
CORBETT—Brother T. W. Corbett, Division 412, Fresno, Cal.
DEWEIN—Brother W. S. Dewein, Division 216, Ottumwa, Ia.
DICKEY—Brother W. C. Dickey, Division 225, Yoakum, Tex.
DOWNER—Brother W. Downer, Division 100, Columbus, Ohio.
DYER—Brother G. Dyer, Division 100, Columbus, Ohio.
FLOMERFELT—Brother H. Flomerfelt, Division 301, Seymour, Ind.
HACKETT—Brother J. Hackett, Division 40, St. Paul, Minn.
HARE—Brother J. D. Hare, Division 9, Elmira, N. Y.
HEREFORD—Brother A. C. Hereford, Division 175, Memphis, Tenn.
HEIL—Brother C. P. Heil, Division 103, Indianapolis, Ind.
HOPKINS—Brother H. Hopkins, Division 126, Omaha, Neb.
HOYER—Brother H. H. Hoyer, Division 477, Alliance, Ohio.
JEWETT—Brother T. J. Jewett, Division 108, New Orleans, La.
LANGSTON—Brother E. W. Langston, Division 14, Cleveland, Ohio.
MURRAY—Brother J. P. Murray, Division 210, Roanoke, Va.
MCKEON—Brother T. H. McKeon, Division 77, Palestine, Tex.
NORTON—Brother M. Y. Norton, Division 2, Buffalo, N. Y.
ORDWAY—Brother E. B. Ordway, Division 52, Port Jervis, N. Y.
PHELPS—Brother R. D. Phelps, Division 351, Portsmouth, Ohio.
RUFFIN—Brother T. D. Ruffin, Division 175, Memphis, Tenn.
SHEERAN—Brother J. J. Sheeran, Division 48, Detroit, Mich.
SMITH—Brother G. F. Smith, Division 417, Woodsville, N. H.
SMITH—Brother W. Smith, Division 15, Stratford, Ont.
SPARROW—Brother C. Sparrow, Division 371, Pittsburg, Pa.
STEVENS—Brother J. B. Stevens, Division 453, Enderlin, N. D.
STEWART—Brother H. P. Stewart, Division 114, Pittsburg, Pa.
SULLIVAN—Brother J. J. Sullivan, Division 265, Chanute, Colo.
VAN HORNE—Brother R. W. Van Horne, Division 247, Trinidad, Colo.
WHITE—Brother W. H. White, Division 400, Clinton, Ill.
- BARNES—Mother of Brother Geo. H. Barnes, Division 44, Denver, Colo.
BALLARD—Mother of Brother B. B. Ballard, Division 207, Amory, Miss.
DAVIS—Son of Brother C. G. Davis, Division 148, Chattanooga, Tenn.
DICKINSON—Wife of Brother C. R. Dickinson, Division 33, Clinton, Ill.
DUNLEVY—Mother of Brother A. A. Park, Division 471, Pittsburg, Pa.
DURKEE—Wife of Brother E. Durkee, Division 256, Smithville, Texas.
FROST—Father of Brother C. M. Frost, Division 326, New Castle, Pa.
JONES—Mother of Brother T. A. Jones, Division 196, Jacksonville, Fla.
LEWIS—Wife of Brother J. H. Lewis, Division 112, Centralia, Ill.
MYERS—Wife of Brother C. Myers, Division 377, Joliet, Ill.
MCLEAN—Mother of Brother T. E. McLean, Division 139, Knoxville, Tenn.
MCKEAG—Mother of Brother J. Ament, Division 114, Pittsburg, Pa.

THE RAILWAY CONDUCTOR

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

General Information Relative to Mutual Benefit Department.

Assessment No. 470 is for death of A. C. Hereford, April 26, 1907.
See Article 27, laws Governing Mutual Benefit Department.

BENEFITS PAID FROM MARCH 1 TO MARCH 31, 1907, INCLUSIVE.

BEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE.
4363	Sam'l Dean	96	1997	A	\$1000	Death	Kidney Trouble
4364	Jno. Dwyer	396	4386	B	2000	Death	Heart Trouble
4365	J. A. Charboneau	75	4475	B	2000	Death	Accident
4366	C. A. Harshbarger	190	13039	B	2000	Death	Cerebral Hemorrhage
4367	Peter McGowan	37	2197	C	3000	Death	Drowning
4368	G. C. Wright	204	4323	B	2000	Death	Pulmon. Tuberculosis
4369	Martin Stark	1	3595	A	1000	Death	Dropsy
4370	D. R. McDonald	243	8379	B	2000	Death	R. R. Accident
4371	Nathan James	149	10944	B	2000	Death	Pneumonia
4372	Jas. Furlong	171	10083	B	2000	Death	Accident
4373	J. A. Mondere	116	10286	B	2000	Death	Heart Disease
4374	W. F. Jacobs	52	1081	C	3000	Dis.	Loss of Arm
4375	B. B. Archer	180	2103	C	3000	Death	R. R. Accident
4376	C. B. Cooke	34	5435	A	1000	Death	Fever
4377	W. A. Regan	.....	2958	C	3000	Death	Paralysis
4378	Jno. Joyce	14	4196	C	3000	Death	Lung Trouble
4379	W. F. Johnston	299	9379	B	2000	Death	Loss of Arm.
4380	E. S. Manning	38	11383	A	1000	Death	R. R. Accident
4381	C. E. Clark	340	5317	B	2000	Death	Paresis
4382	N. J. Keefe	3	3819	A	1000	Death	Consumption
4383	Willard Robb	26	8784	B	2000	Death	R. R. Accident
4384	Morse Lowe	231	8654	A	1000	Death	Pulmon. Tuberculosis
4385	G. O. Clark	111	124	D	4000	Dis.	Loss of Hand
4386	J. W. Reeves	208	11024	B	2000	Death	Tuberculosis
4387	S. C. Nixon	114	7034	B	2000	Death	Pneumonia
4388	F. C. Owens	159	904	B	2000	Death	Cirrhosis of Liver
4389	W. J. Norvell	244	763	B	2000	Dis.	Loss of Leg.
4390	C. L. Burckell	53	4427	C	3000	Death	R. R. Accident
4391	W. H. Startzel	488	3993	A	1000	Death	Accident
4392	J. F. Roche	40	6799	B	2000	Death	Heart Disease
4393	Jos. Coppock	265	170	A	1000	Death	Pyæmia
4394	E. E. Hopkins	.....	433	B	2000	Dis.	Loss of Both Legs
4395	T. D. Higgins	395	10009	B	2000	Death	Pneumonia
4396	W. C. White	146	6291	A	1000	Dis.	Loss of Leg
4397	J. L. Baker	196	5101	B	2000	Death	Pneumonia
4398	F. H. Congrove	166	11271	A	1000	Death	Tuberculosis
4399	G. W. Willard	159	4955	A	1000	Death	Accident
4400	C. C. Bancroft	157	1057	A	1000	Death	Heart Disease
4401	C. L. Wilson	133	6770	C	3000	Death	Accident
4402	H. J. McElvain	386	6958	B	2000	Death	Pyæmia Gall Bladder
4403	P. Palmer	214	9383	B	2000	Death	Bright's Disease
4404	H. F. Martin	347	5543	B	2000	Death	Fracture of Skull
4405	J. A. Furey	54	10166	B	2000	Death	Apoplexy
4406	Wm. F. Fourl	.....	625	B	2000	Death	Heart Failure
4407	A. E. McCleary	450	5840	C	3000	Death	Meningitis
4408	E. C. Aucoin	383	3184	B	2000	Death	Pneumonia
4409	E. Hornung	291	5541	B	2000	Death	Dementia

NUMBER OF MEMBERS ASSESSED.

Series A, 12,341; Series B, 15,192; Series C, 7,409; Series D, 396; Series E, 56; Amount of Assessment No. 470, \$66,816.

FINANCIAL STATEMENT.

Received on Mortuary Assessment to March 31, 1907.....	\$9,264,141.15
Received on Reserve Fund Assessment to March 31, 1907.....	464,602.47
Received on Expense Assessment to March 31, 1907.....	123,155.80
Received on Applications, etc., to March 31, 1907.....	133,258.89
	\$9,985,158.31
Total Amount of Benefits paid to March 31, 1907.....	\$9,076,567.00
Total Amount of Expenses paid to March 31, 1907.....	248,172.18
To the Credit of Mortuary Fund, March 31, 1907.....	187,574.15
To the Credit of Reserve Fund, March 31, 1907.....	464,602.47
To the Credit of Expense Fund, March 31, 1907.....	8,242.51
	\$9,985,158.31

EXPENSES PAID DURING MARCH.

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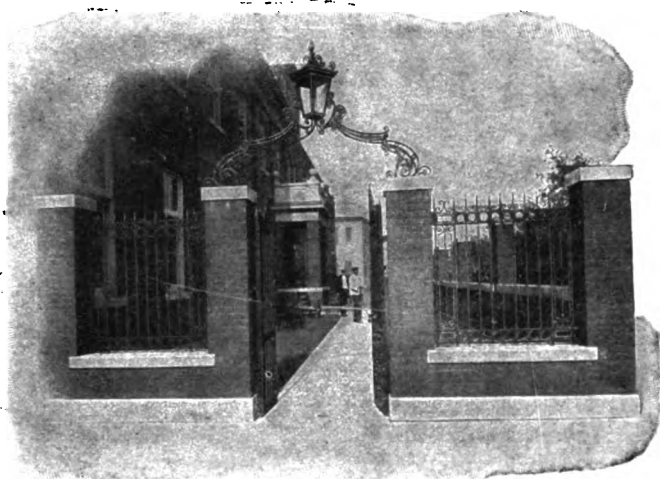
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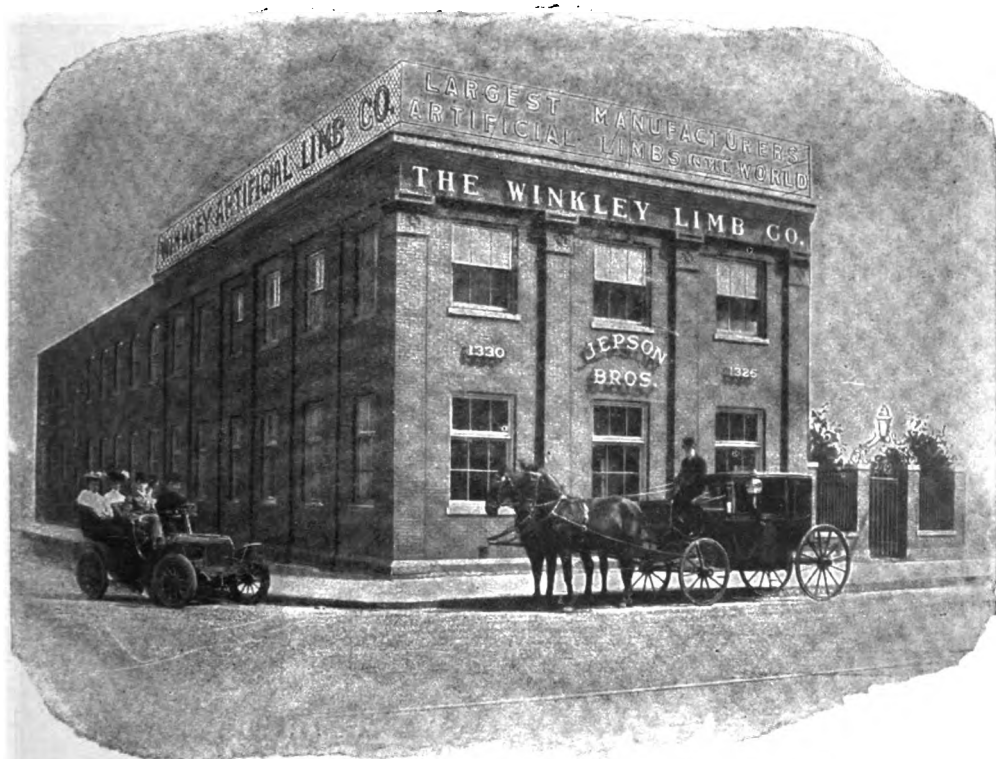
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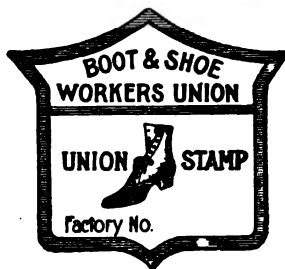
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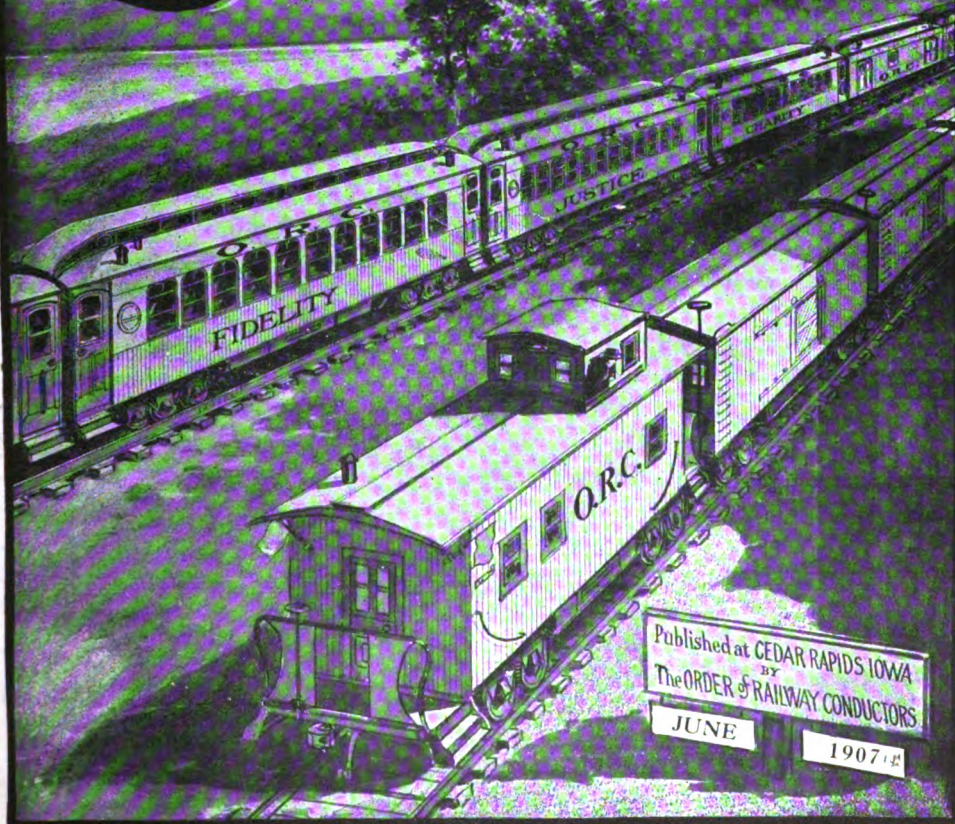
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JUNE 1907

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The *RAILWAY CONDUCTOR*

VOL. XXIV.

CEDAR RAPIDS, IOWA, JUNE, 1907.

No 6.

II. Socialism.

Address Delivered at Columbia University, Thursday, February 14th,
by W. H. Mallock, M. A., of England, in Co-operation with the
Public Lecture Bureau of the National Civic Federation

I pointed out in the first lecture that when we speak of Socialism, its rise, its spread, and so forth, we are not speaking of any realized system; but merely of a belief or theory that such a system is possible and a consequent demand that it should be established. I pointed out also that the main promise of socialism—namely that all wealth should be distributed with substantial equality amongst the manual laborers, rested on a theory with regard to the human agencies by which the wealth in question is produced—this theory being that the only human agency involved is average manual labor, in respect of which one man is practically so equal to another that the amount of wealth produced by him is measurable by the hours for which he labors. I propose today, taking this theory for a text, to inquire how far it is an adequate explanation of the facts. We shall find that, whilst it is adequate, if applied to societies in a very low state of development, it progressively fails to be adequate, and becomes more and more ridiculous, in proportion as the societies in question rise in the scale of civilization, and the amount of wealth which the socialists desire to redistribute increases.

To begin, then—the doctrine that labor is the sole producer of wealth is at all events so far true that no wealth could be produced without it. More-

over, we can find many examples, not in primitive societies only, but amongst certain populations still existing in the countries of the modern world, in which practically it operates alone.

By turning to examples of these, we can see what manual labor, taken by itself, produces. Such examples are furnished us in abundance by the lowest savages, who work without co-operation, and who just manage to produce a bare minimum of subsistence. But even such savages use certain rude implements which may be called the germ of what economists call fixed capital; and these implements, which are such as can be made by anybody, may be rightly, in the language of Marx, called ordinary labor fossilized. But we need not go back to savages to find examples of populations amongst which ordinary labor is the sole productive agent. There still exist, in civilized countries, peasant families who own their land and till it, who build their own houses and weave their own clothes, without any aid or guidance except their own.

Now what kind, and what amount of wealth, do populations such as these produce? Let me read you a few passages descriptive of a population of this kind, which are taken from a very celebrated book. "They labor busily, early and late. They carry their manure to their

lands whilst the frost is still on them. They earn their firewood with a labor so intense that the common English people would be astonished. They plod on from day to day, and from year to year, the most untirable of human animals." You might think that this was a description by some indignant socialist of the misery of labor when enslaved by capital. As a matter of fact it is a description by a German writer, which John Stuart Mill quotes in his treatise on political economy, as illustrating the admirable position of German peasant proprietors, who own their land, and have no masters except themselves. And the instruments of production which they use and what reward do these men gain by their labor? These untirable animals gain, according to their German eulogist, just enough to keep themselves above the level of actual want. And both this author and Mill hold them up to our inspection, not as victims of oppression, but as shining examples of the magic effects of ownership in intensifying human labor.

And now let us compare the wealth which is produced under these conditions with the wealth produced under the system which the socialists denounce as Capitalism. The contrast between the two amounts is emphasized by nobody more strongly than it is by the socialists themselves. A given population under modern conditions will, to say nothing of the earlier stages of society, produce two, three, four, or five times the amount of wealth that a similar population produced even a hundred and fifty years ago. This is, indeed, one of the practical reasons why the socialists demand that this huge output should be redi-vided.

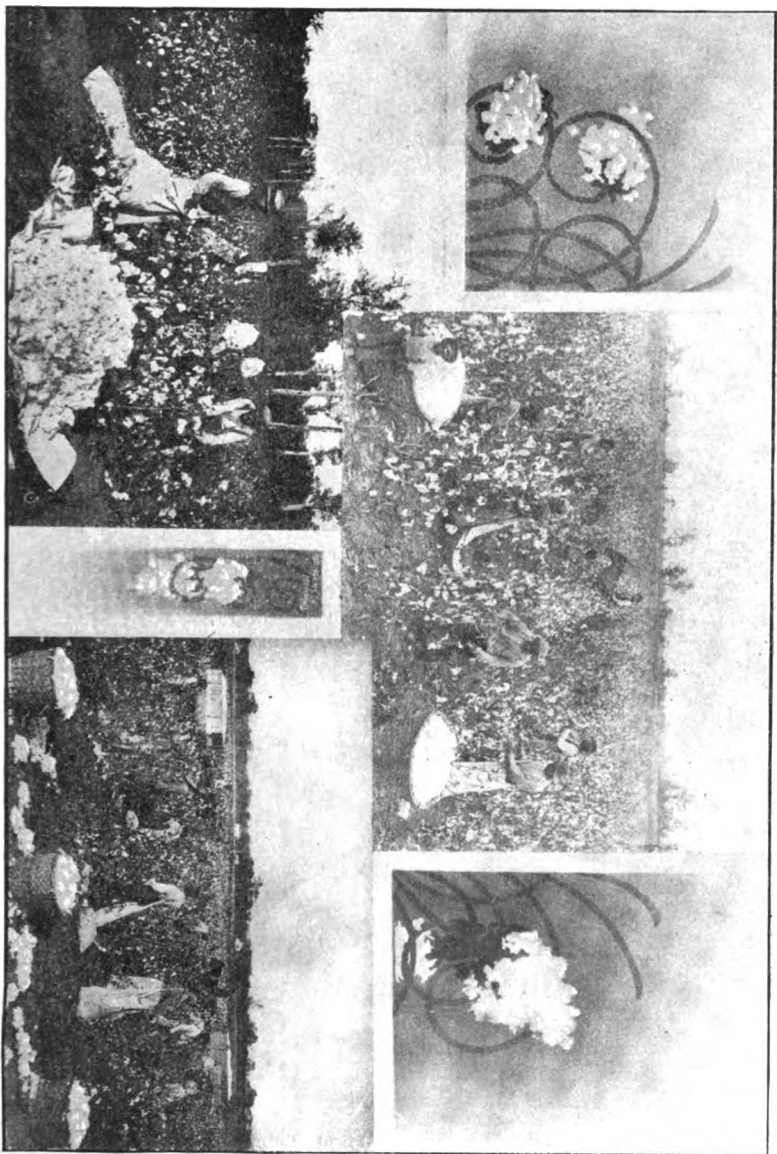
The great question, then, which is inevitably forced upon us is, to what cause is this astonishing change due? If, as the socialists say, the only agency in the production of wealth is ordinary manual labor, why do a thousand laborers working in the year 1907 produce so incomparably more than they produced working in the year 1760?

The socialists answer that knowledge

has increased, that the methods of production have improved, and that average labor has thus become indefinitely more productive. But to say this is only begging the question. To what is this increase of knowledge, and these improvements of method due? Are they due to average manual labor itself? Are they due to manual labor in any sense? This is a question which has suggested itself to many thinkers who start with the doctrine that labor is the sole human agency by which wealth is produced; and two classes of answers have been offered, which I will give as set forth by two distinguished thinkers.

Ruskin explains the advance of labor from its lowest to its highest efficiencies by the gradual development of skill; and his definition of skill is admirable. All labor, even the lowest, requires, he said, a mind of some kind to direct the operations of the muscles; and amongst the majority of mankind, minds like hands and muscles approximate to a normal standard; but amongst a considerable minority we find that the mental faculties rise above this standard to a great variety of degrees, which the manual faculties do not and thus impart to the manual faculties an efficiency not their own. Exceptional quickness of mind, he says, will enable one bricklayer to lay in a given time more bricks than another; and similarly mental qualities of a kind higher and rarer will enable the hands of a Michael Angelo to paint his picture of the "Last Judgment," whilst the hands of another man can only white-wash a fence. Skill, in fact, is some exceptional mental quality applied by its possessor to the labor of his own hands. It belongs to him personally; and is, as Ruskin rightly says, incommunicable.

Now in skill as thus defined we have no doubt a correct explanation of how labor in some cases produces products whose value is great, whilst in others it produces products whose value is relatively infinitesimal. But these products whose value is due to exceptional skill, though they form a portion of the wealth of the modern world, are not typical of it. The products due to exceptional skill or craftsmanship—such as an



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COTTON PICKING SCENE, NEAR MEMPHIS TENN.

illuminated missal for example—are always few in number, and can be possessed by the few only, and from the nature of the case are costly. The distinctive feature of modern wealth—production, on the contrary, is the multiplication of goods relatively to the time spent in producing them, and the consequent cheapening of each article individually. Skill, therefore, affords us no explanation of how manual labor as a whole can ever become more productive in one period than it is in another.

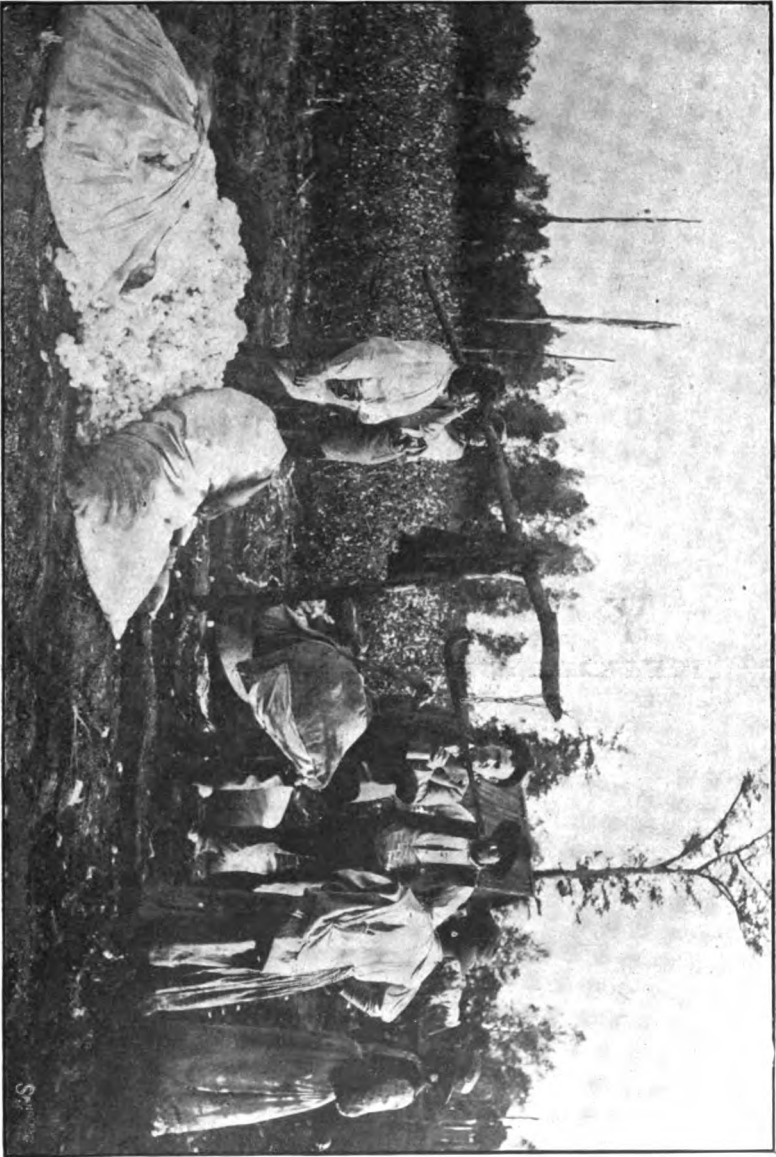
The second answer which I have referred to, is far more to the point. It is that given in a classical passage by Adam Smith, which forms the opening of his great work, "The Wealth of Nations." The chief cause, he says, which in all progressive communities enhances the productive power of the individual laborer, is not the development amongst some of faculties that are above the average, but a more effective development of powers common to all, by the fact that labor is divided, so that a man by devoting his life to the performance of one operation acquires a manual dexterity otherwise beyond his reach. Here we have labor divided in its application, but not requiring different degrees of capacity. We have the average labor of the average man still.

But this simple division of labor, though a true explanation so far as it goes, takes us but a very little way in the history of industrial progress. It does not, indeed, explain all progress up to the time of Adam Smith and the modern industrial system, when Adam Smith wrote in the middle of the eighteenth century, was, as Karl Marx insists, only just beginning. The world's great increase in productivity has been all made since that time. Even then two factors were at work, other than the division of labor, which have ever since been growing in importance and magnitude; and the secret of modern production resides, we shall find, in these. One of these is the development of machinery. The other is the increasing application of exceptional intelligence, knowledge, and energy, not to the manual labor of those who possess these exceptional quali-

cations, but to the direction and co-ordination of the variety of individual operations into which the manual labor of others, on an increasing scale, divides itself. It is to this latter factor that the development of modern machinery is itself due. I will speak about this first.

The economic functions of a man's intelligence and knowledge, as directing the labor, not of his own hands, but of the hands of others, finds perhaps the simplest illustration in the case of a printed book. Let us take an edition of ten thousand copies of any book we please, printed well, and on good paper. The labor of the printers and the paper-makers is the same in kind and quality whether the book be a work of genius, or a mere compilation of unreadable nonsense—whether thousands of people want to read it, or nobody—whether each copy is an article of wealth, or whether it is so much rubbish. What makes them valuable, when they are so, is the direction under which the printers work; but the directions do not come from the man by whose manual dexterity the types are arranged in a given order, and the words impressed on so many reams of paper. They come from the author conveying them to the compositors by means of his manuscript. This manuscript, considered under its industrial aspect, is a series of minute orders, every one of which modifies firstly the movements of the compositors' hands, and secondly the results of every impress of the type on paper; one mind thus imparting the quality of wealth or value to every one of the ten thousand copies simultaneously.

Similarly, when any great mass of modern machinery is constructed, which involves the co-operation of thousands of manual laborers, the same situation repeats itself. The machinery is an agent of production, and increases the world's wealth, not because the parts are made with sufficient manual skill—for the highest skill may be employed in the production of mechanisms that are futile—but because each of its parts is fashioned in accordance with the orders of some master mind, which directs and co-ordinates each minutest movement



Courtesy Corbitt & Biles.
WEIGHING COTTON FOR THE PICKERS AT THE CLOSE OF THE DAY

made by the arms and hands of every one of the manual laborers.

And with the direction of labor generally, whether in the production of manufacturing machinery, or the use of this machinery in the production of such and such kinds of goods, from books down to ribbons and neckties of such and such a piece and color, the case is the same again. We have manual labor of a given kind and quality, which assists in producing what is wanted or is not wanted—which constitute wealth or merely a pile of refuse—according to the manner in which all this labor is directed by faculties specifically different from those involved in the manual labor itself.

Nothing can bring out the nature of this difference more brilliantly than Ruskin's definition, which I have just now quoted, of skill. Labor rises in quality, says Ruskin, and acquires the character of skill, in proportion as the mind of the laborer himself, directing his own hands, evinces qualities which rise above the normal minimum; and these qualities, as Ruskin says, are incommunicable. Their action ends with the task on which the man possessing them is engaged. Skill, in short, is the mind of one man affecting his own labor. The directive faculty is the mind of one man simultaneously affecting the labor of any number of others. It is to this direction of labor, on the part of exceptional men, and not to labor itself, that all the augmented wealth of the modern world is due. The progress of modern wealth-production consists vitally and fundamentally in an increasing concentration of the most active and powerful minds on the direction of manual effort, which is without a parallel in the past history of the world.

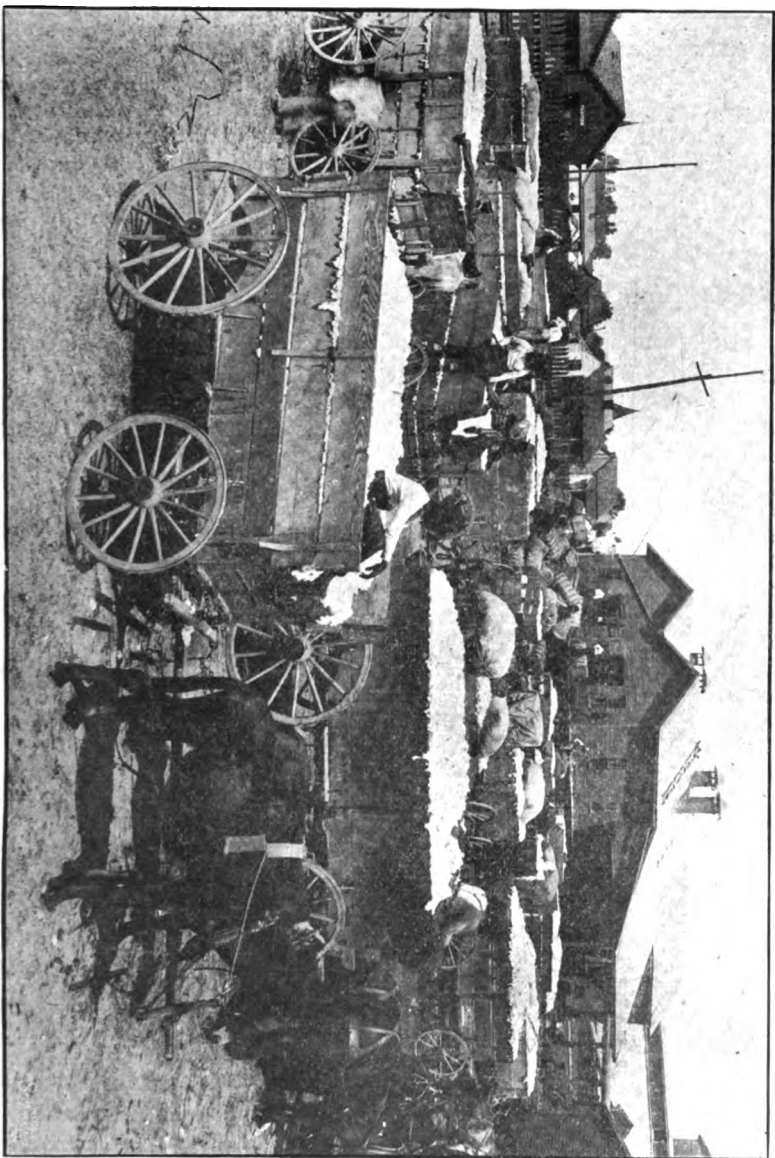
The human faculties, then, which are involved in the production of the wealth are not, as the orthodox economists persist in saying, and as the socialists who follow Marx say, of one kind—namely those embodied in the individual task-work of the average individual, or, as it is called, labor. They are of two kinds; and it is impossible to reason intelligibly about the productive process so long as we persist in calling both

by the same name. We might as well call the French and the Germans by the common name of soldiers, and then try to write an intelligible history of the Franco-Prussian war.

For these directive faculties, so essentially distinct from labor, it is difficult to find an entirely satisfactory name. In default of a better I have, on former occasions, applied to it the name of Ability and this will serve our purpose now—especially as the name of Ability has, of late years, been accepted by many of the more thoughtful socialists themselves as representing certain talents which, though they have never properly analyzed them, they are beginning to recognize as different from ordinary labor.

And now having come thus far—now that we have seen that modern wealth is due not to labor alone, but also to the action of the Ability by which labor is directed, a new question arises, which will carry us onward from the consideration of labor to the consideration of capital. The question to which I refer is the question of the practical means by which the control of Ability over average labor is exercised; and it is in a consideration of the nature of capital that we shall find the answer. Here again we shall find that the orthodox economists are defective, and that analysis of capital is just as incomplete as their analysis of human effort.

Capital is divided traditionally into two kinds, fixed and circulating. By fixed capital is meant machinery; by circulating capital is meant, as Adam Smith says, the stock of consumable commodities which the manufacturer produces, or which the storekeeper or the merchant buys, in order to sell them at a profit, where-upon they are replaced by new ones. Now fixed capital, or the machinery of the modern world, is itself the result of Ability directing labor. It offers us no clue to the means by which the direction is accomplished. Nor does circulating capital, as Adam Smith understands it, throw any more light upon the subject. The capital which concerns us here is capital of a third kind, which resembles circulating



Courtesy Corbitt & Biles, Memphis, Tenn.

SCENE AT COTTON GIN, AS SEEN IN MEMPHIS, TENN.

capital, or stocks of goods sold to the public customer in some ways; but in one way is essentially different. It consists of goods which are the general necessities of life, but instead of being sold to the outside public at a profit, they are virtually distributed by the manufacturer to a special group of laborers on conditions.

So long as labor is undivided, or divided only in such a rudimentary way that each family can practically supply all its own wants, the necessities of life come to the laborer directly. The kind of capital with which we are here concerned, and which we may call wage-capital, makes its first appearance when the division of labor so advances that each laborer or laboring family makes only one of the dozen commodities which it requires to support existence. Under these conditions, the products of labor, which enable the laborer to live, no longer come to any one laborer directly. They have to come to him in the form of assorted commodities, which are portions of the direct products of a variety of other laborers. His own products must pass out of his own hands, and come back to him in the form of equivalents, through the hands of some distributor. For this distributor, who at first is no more than a merchant, the commodities which thus pass through his hands are circulating capital in the exact sense which Adam Smith gives to the phrase; but they are not wage-capital. They become wage-capital when only the distributor, instead of merely exchanging them, begins to turn his attention to the manner in which they are produced. So long as he is merely a merchant, he says to the producer of so many yards of cloth, "I will give you so many boots, or stockings, or so much tea or sugar, in exchange for them." But when he turns his attention from the exchange to the actual process of production, what he says to the cloth-maker is this, "I will give you an even larger measure of the various commodities which you require, on condition that you produce your cloth in a manner which I myself will prescribe to you."

Here we see, in its essence, the func-

tion of wage-capital. The possession of it means the control by one man of the necessities required by many; and it enables such a man by thus making the distribution of these necessities conditional, to impose the industrial guidance of his own knowledge and intellect on the manual operations of those amongst whom he distributes them.

And here we see that Marx was at once right and wrong, when he said that the essence of modern capitalism was monopoly. It is a monopoly—a monopoly which enables the few to impose their own directions on the manual activities of the many; but it is not primarily, as Marx thought, a passive monopoly of the modern implements of production, which only arises from it as a consequence. It is primarily a monopoly of the products which are essential to daily life. We can see that this is so by turning to the account which Marx gives of the historical beginnings of capitalism about the beginning of the fifteenth century, when the implements of production began, he says, to fall into the hands of the few. If, for instance, to take one trade—that of weaving—capitalism means nothing but the mere act of acquisition, the capitalists in the reign of Henry VIII would have got into their possession nothing but a number of the hand looms then in use; they would have imposed their own terms on those who desired to use them; and there the matter would have ended. If capitalism meant no more than this the looms of to-day would be the looms of four hundred years ago. The passive ownership of machines does nothing to improve their construction. But the salient feature of production since the rise of the capitalistic system has been the fact that since then the means of production have been revolutionized—that the old looms, in proportion as they have been monopolized, have disappeared, and their place has been taken by others, whose efficiency, as compared with theirs, is that of monstrous Titans as compared with the efficiency of pigmies. The monopolists in short, in the weaving industry, have not said to the laborers, "You shall either give us most of the cloth you



Courtesy Corbitt & Biles.

COTTON AND COTTON SEED READY FOR SHIPMENT

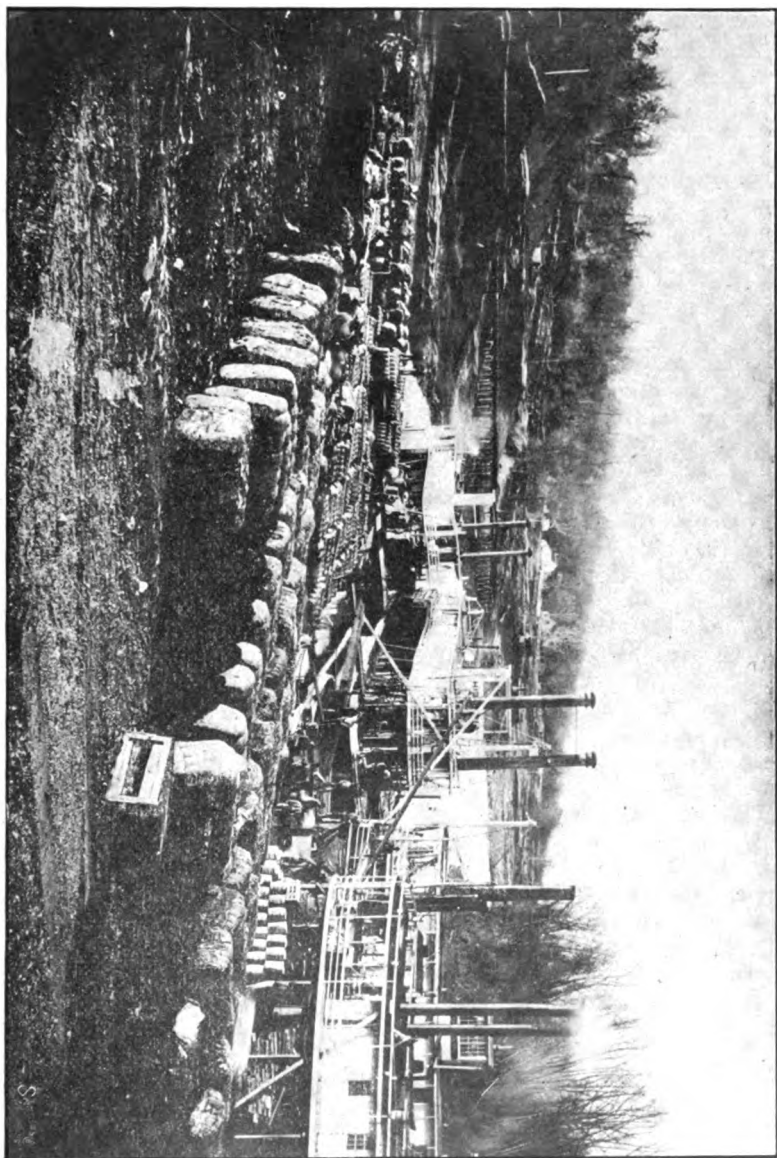
weave, or you shall not have access to the hand-loom with which you weave it." They have said, "You shall weave no cloth unless, under our directions, you first construct looms of a type as yet unknown to you, which will enable you to weave fifty yards in the time which it now takes you to weave only one."

Modern capital, I repeat, is primarily wage-capital, such capital as machinery being the direct result of its application; and wage capital is productive not in virtue of any quality inherent in itself, but because it is the reins by which the exceptional ability of the few guides the labor, skilled or unskilled, of the many. And here, to show you how imperfectly this fact has been apprehended by the orthodox economists, I may mention that some of them, groping after the truth, have proposed to take cognizance of talent under the name of personal capital. This is an attempt to express the truth, but it is an attempt which merely confuses it. To speak of Ability as personal capital is neither more nor less than to identify the coachman with the reins; the fact being that the latter are useful or useless only in accordance with the manner in which the coachman handles them.

The enormous augmentation of wealth, then, which is characteristic of modern times, is not due to average labor, though average labor is essential to it. It is due, in its distinctive magnitude, to the increasing concentration of intellect, knowledge, and other rare mental faculties, on the process of directing this labor in an increasingly efficacious way; and capitalism is primarily the means by which this direction is effected. No intelligent socialist, when the matter is thus put plainly, can possibly deny this. Let anyone consider, for example, one of the great steel bridges which now cast their single spans over enormous estuaries of water. These structures are fossil labor, doubtless; but they are, in their distinctive features, not fossil labor as such. They are fossil science, fossil chemistry, fossil mathematics, fossil mechanics—in short, fossil knowledge and intellect of a degree and kind which we shall not find existing in one

mind out of a thousand; and labor conduces to the production of these structures only because it submits itself to the guidance of these intellectual leaders. And now let me call your attention to this point. Although the condition of things is obviously what I have just described, we have here the precise condition of things against which socialism, as a popular creed protests. Concurrently with their demands for a larger share in the world's products, the socialists demand a radical change in the whole organization of production. They demand what they call the emancipation of labor; and by the emancipation of labor they mean emancipation from what they have been taught to call wagedom. What this cry means we are now able to see clearly. It means, if it means anything, the emancipation of the average mind from the guidance of any mind that is in any way superior to itself, or is able to enhance the productivity of an average pair of hands.

Such being the case, the curious thing is this—that these very socialists, who are so loud in demanding that labor should be thus emancipated, show us, whenever they are asked for any constructive policy, that they too admit the necessity of direction and control themselves. They do not propose that men shall relapse into the primitive condition in which each man works with his hands, as best he can, in isolation. As I said before, if they are asked for an illustration of the kind of system which they would introduce if they got their way they invariably refer us to a State institution like the post-office. The intellectual simplicity of the men who argue thus is astonishing. If all production were organized like a State post-office, there would, it is true, be no private capitalist; but would the laborer have achieved the economic freedom, the emancipation, which socialists at present take so much pleasure in talking about? The laborers would, on the contrary, be unfree and unemancipated in precisely the same sense in which they are unfree and unemancipated now; and to an even greater degree. Let us take the case of a postman, or a sorter in the State



Courtesy Corbitt & Biles, Memphis, Tenn.
LOADING COTTON ON RIVER STEAMERS, MEMPHIS, TENN.

post-office. Each of these has his special task allotted to him, which he is bound to perform. The most ardent socialist in the world would very soon join in denouncing the principles of economic emancipation if a postman, who happened not to approve of socialism, threw the socialist's letters into the river instead of putting them into his letter-box. In what conceivable way, then, has a postman employed by the State any more economic freedom than the messengers of a private firm?

Nor again does the manner in which the labor of the State employe is remunerated, and by which the performance of his duty is secured, differ in any way from the wage-system which prevails in a private firm. Conformity to the directions given him by some organizing authority is the condition on which this remuneration is awarded him; and though Marx and his disciples propose to substitute labor checks for dollars, this is merely the wage system called by another name.

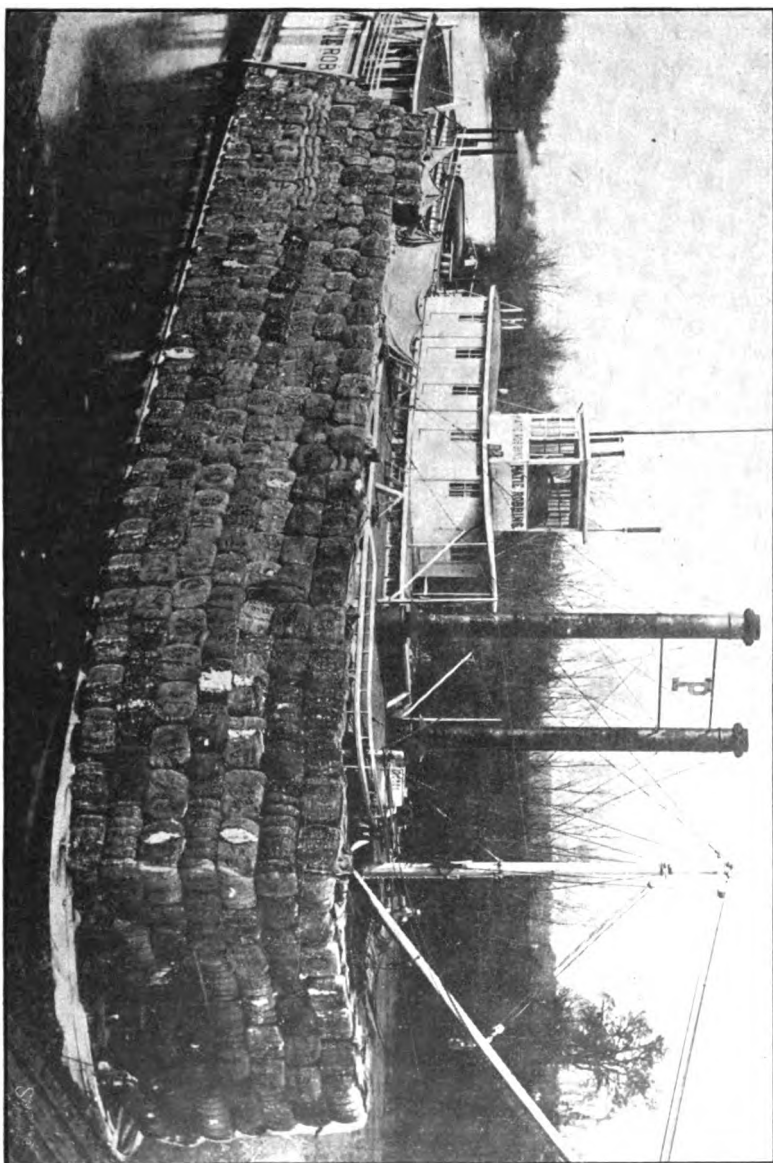
Many thoughtful socialists, though they have not been anxious to proclaim the fact too loudly, have perceived this fact themselves, and have consequently been endeavoring to formulate another scheme, by which the requisite industrial conformity to an organizing authority may be secured, and which yet will eliminate the wage-system, not only in name, but in fact. Now if we look back into the past history of mankind we shall find that there actually are two alternative systems by which such conformity may be, and has been secured. One of these is the *corvée* system, prevalent in the middle ages; the other system is that of slavery. Under the *corvée* system the peasants, who were the most numerous laboring class, owned the lands on which they lived, and were thus able to maintain themselves by working at their own discretion; but they were compelled by their tenure to place a certain part of their time at the discretion of this or that superior, and to work according to his orders. The public roads in France were once made and kept in order thus. If only a number of independent peasant proprietors could be forced to

give half their time to the proprietor of a neighboring factory now, the entire use and necessity of wage-capital would, in theory at least, be gone. The same thing is true of slavery. Like the peasant proprietor who gives part of his time to his overlord, the slave is provided with the necessities of life independently of his obedience to the detailed orders of his master. His master feeds him just as he would feed a horse; and industrial obedience is ensured by the application of force.

These two coercive systems—the *corvée* system and the slave system, are the only alternatives to the wage-system that have been found workable in the whole past history of the world. Let us now turn to the alternative which the latest school of socialists is now proposing as an alternative in the dreamed-of socialistic future.

I will turn to a work called *Fabian Essays*, the writers of which include the best known and best educated socialists in England, amongst them being Mr. Sidney Webb, favorably known as the author of a *History of Trade Unionism*, and Mr. Bernard Shaw. This volume has been republished in America, and to the American edition was prefixed a special preface. In this preface it is stated, with regard to the apportionment of the means of subsistence generally, that the truly socialistic scheme is one which would absolutely abolish "all economic distinctions and prevent the possibility of their ever arising again"—and would abolish them how? "By making," says this writer, "an equal provision for all an indefeasible condition of citizenship without any regard, whatever to the relative specific services of different citizens. The rendering of such services, on the other hand," the writer goes on, "instead of being left to the option of the citizen, with the alternative of starvation, would be secured under one uniform law, precisely like other forms of taxation of military service."

Such, then, is the alternative to the wage-system put forward as the last word of the most intelligent socialists of today; and an escape from the wage-



Courtesy Corbitt & Biles.

RIVER STEAMER LADEN WITH COTTON AND COTTON SEED

system, beyond a doubt, it is, but an escape into what? It is neither more nor less than an escape into one of these systems which I have just mentioned. That is to say, it is an escape into economic slavery. For the very essence of the position of the slave, as contrasted with the wage-paid laborer, in so far as the direction of his industrial actions is concerned, is that he has not to work as he is bidden in order to gain a livelihood; but that his livelihood being assured to him, no matter how he behaves himself, he is obliged to work as he is bidden in order to avoid the lash or some similar form of punishment.

I have touched upon this question of how, under a regime of socialism, the socialists of today are proposing to organize industry, not for the purpose of criticising in an adverse sense the methods by which the masses are to be coerced into the performance of their duties, but merely for the purpose of illustrating what I have already said with regard to

the productive functions of capitalism, as it exists today. Capitalism, regarded under its productive aspect, is essentially a device for imposing, by means of wages given or withheld in accordance to the industrial obedience of the wage-earner, the intellect and the knowledge resident in an exceptionally gifted minority, on the manual operations of the average majority of mankind; and when socialists talk about emancipation and economic freedom, the only meaning which their language can really bear is the emancipation of the average man from the aid and guidance of any intellect that is in any way superior to his own. Further, when we ask the socialists to explain their constructive program, we find that this talk about freedom is privately repudiated by themselves, and that they propose either to continue the wage-system under a thin verbal disguise, or else to abolish the wage-system, and put universal slavery in its stead.

An Incident of the Visit of King Edward, When a Young Man, to the United States.

BY GEO. P. FLOYD, IN "DETROIT FREE PRESS."

It is well known that King Edward VII, has always been a great lover of horses and racing. In breeding and running race horses of the first class he has followed in the foot steps of a line of royal patrons of the turf.

King Edward's mother, Queen Victoria, was very fond of horses and racing. Her majesty first saw a race when a girl, at Ascot, in 1838—a very fine race for the Ascot stakes. She was much amused on that occasion by the winning jockey, a boy called Bell, to whom she gave a ten-pound note, at the same time asking him his weight. Bell replied ingenuously:

"Please, ma'm, master says as how I must not tell my weight to any lady."

From the first the king has proved himself an adept in all turf matters.

It was cause of regret that for a long time luck was dead against him. The will-o'-the-wisp, usually called "luck" by the unthinking, to my mind is nothing more nor less than fate. To be neither unduly elated by success nor dismayed by reverses has always been considered the first attribute of a good sportsman.

THE PRINCE IN ST. LOUIS.

The king visited this country when Prince of Wales in 1860. He was then 20 years of age. He traveled as Lord Renfrew. After an uneventful voyage on board the frigate Hero, he landed at St. Johns, Newfoundland, on July 24. The prince was escorted under the guidance of the duke of Newcastle, Gen. Bruce and Maj. Teasdale. The prince's tour through Canada was a triumphal procession. Great as was the

Courtesy Corbitt & Biles, Memphis, Tenn.

CARLOAD OF COTTON READY FOR SHIPMENT, MEMPHIS, TENN.



enthusiasm in Canada, it was nothing to the excitement produced in America. When the royal party crossed the river from Windsor to Detroit the crowds were so dense that the visitors could not get to their hotel through the main streets, and had to be smuggled in the back way. There could not have been greater curiosity to see him if the distinguished visitor had been George Washington come to life again. From Detroit the party went to Chicago where 50,000 people gathered to meet his royal highness.

The royal party arrived in St. Louis September 15, and like Chicago, that city was alive to receive the royal visitor. At that time the great St. Louis fair, the largest in this country, was being held. The grounds were immense and the buildings very extensive. The show ring was a quarter of a mile around. The amphitheatre seated 30,000 people. Stock of all kinds concentrated there from all parts of the country. The display of horses surpassed anything of the kind ever before seen in this country.

The Prince of Wales took a great interest in the fair. He spent most of his time among the horses and cattle, and he examined them closely, and showed himself a good judge of animals. A premium of \$1,000 was offered for the best harness stallion, free-for-all stallions in the United States. Horses came from all parts of the country. Messengers, Morgans, Black Hawks, Andrew Jacksons, Abdallahs, Henry Clays, Hambletonians, in fact every family of horses entered for the great sweepstakes. It was certainly the greatest array of horseflesh ever displayed in this country.

SILVER HEELS RAN AWAY.

Among the number entered to compete for the premium was the black stallion, Silver Heels, owned by James W. Singleton of Quincy, Ill. This horse was sired by Vermont Black Hawk. He stood 15½ hands, was as black as coal, and as handsome and perfect a horse as was ever foaled. He was very high-strung and excitable, and it took a master mechanic to handle him. He had run away and injured his regular

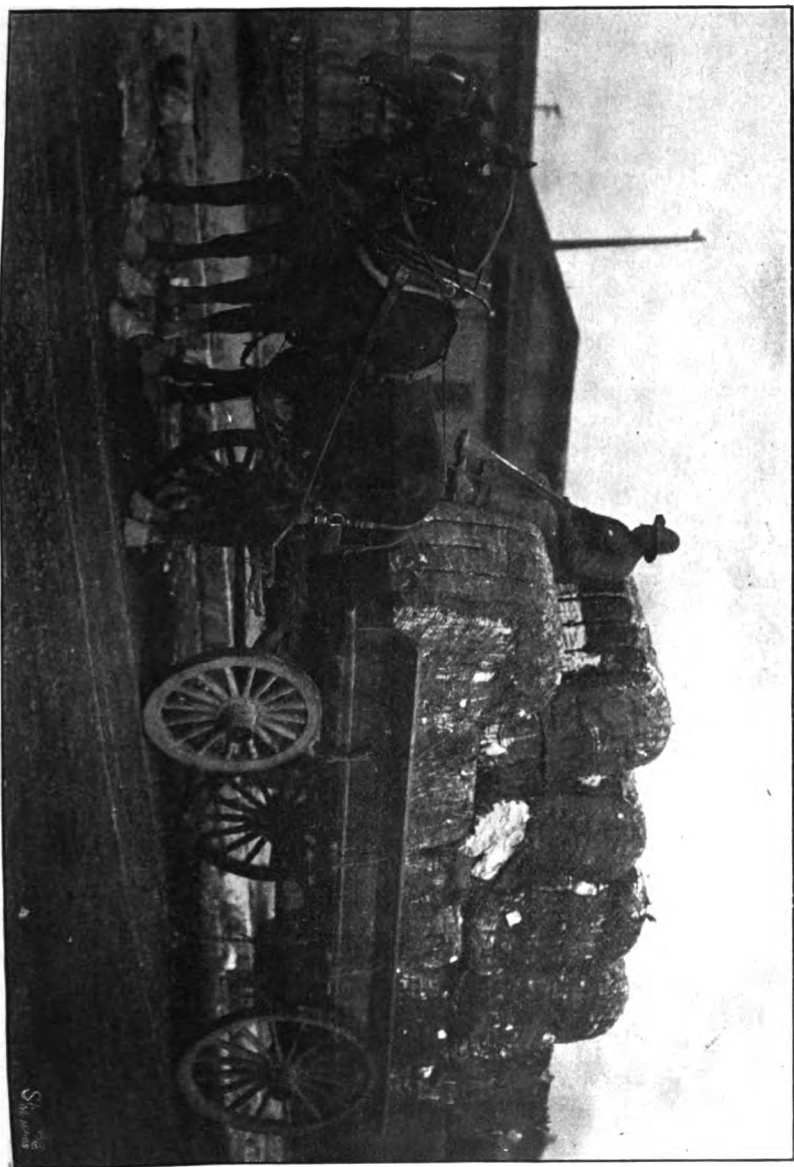
driver so that the man was unable to show him for the premium. As I was acquainted with the horse and had handled him two years before, when he took the first premium at the St. Louis fair, I was requested to handle him again for the \$1,000 prize. It was not a pleasant task, and I reluctantly consented.

Fifty-seven stallions were entered for the premium. Silver Heels was the last to enter the show ring. No sooner had I got him straightened out than the band struck up a lively air that set the horse crazy. He made a lunge and broke into a run and became unmanageable. Around the ring he went on a dead run, and continued six or eight times before I could get him under control. At last I managed to stop him. The crowd of 30,000 people in the grandstand was very much excited. He was certainly a dangerous horse to drive in such a crowd. I expected to be ordered out of the show ring; but as "faint heart never won fair lady," I requested the judges to give me another show. To my surprise they consented to do so. Another class of horse was called, which gave me a chance to cool Silver Heels off.

PRESENTED A ROYAL PRIZE.

In about an hour the stallion class was again called into the show ring, and again Silver Heels was the fifty-seventh horse to enter. His run had taken the spunk out of him, and he behaved splendidly. One by one the stallions were examined and sent out of the ring, until the number had been reduced to three—Flying Cloud, Stockbridge Chief and Silver Heels, and, strange to say, all three were sired by Vermont Black Hawk. For a long time the judges were in a quandary where to place the blue ribbon. By his good behavior, after his runaway, Silver Heels had gained the favor of the grandstand crowd. Their shouts for him were very pronounced. After a long time the blue ribbon was tied on Silver Heels and the agony was over.

No sooner had the judges rendered their decision than the Prince of Wales bounded out of his box in the grand-



Courtesy Corbitt & Biles.

DRAWING COTTON FROM RAILROAD TO WAREHOUSE

stand and came into the show ring. He stepped up and congratulated me, saying: "It was well done. They gave the blue ribbon to the best horse. He deserved it." While he stood admiring the horse, General Singleton came up and was introduced to the prince as the owner of Silver Heels.

"You have a beautiful horse," said the prince.

"You like him?" rejoined the general. "Indeed I do. He is the handsomest horse I ever saw."

"Well, if you will accept the horse I will present him to you."

The prince was rather dumbfounded, but he accepted the horse in a very nice manner. The prince followed the horse to our stable and examined him closely. He invited me to visit him at Barnum's hotel that evening. I accepted the invitation. The prince was very much interested in the horse and asked many questions about him.

"I see that he is a very high-strung horse. Can I drive him?" he asked.

"No," I replied. "If you value your life don't attempt to drive him. He is a dangerous horse for anyone to drive."

"Will you drive him and allow me to ride with you?"

"I will hitch Silver Heels with another horse and give you a ride."

It was agreed that the prince should come to the stable next morning and ride behind the horse. The next morning I had the team ready for the drive. To my surprise the prince came to the stable alone, walking.

THE PRINCE'S DARING RIDE.

"Where is your escort?" I asked him.

"Oh, I gave them the slip. I feel better when I can spend an hour or two with my friends and do as I please. I think we can run this thing without any help," and he laughed.

We went down the Mound City road, which was a splendid drive. I had a good steady horse with Silver Heels. The team could step a good 2:30 clip. The prince was delighted.

"Can I drive the team?" he asked.

With reluctance I handed him the lines. To my surprise he shook the team up and set them sailing. No professional driver could have handled the team better than he did. As we approached Barnums' hotel on our return we found a crowd of excited people around the place.

"There he is," they cried.

No sooner had we stopped in front of the hotel than the Duke of Newcastle made his appearance. He was very much excited.

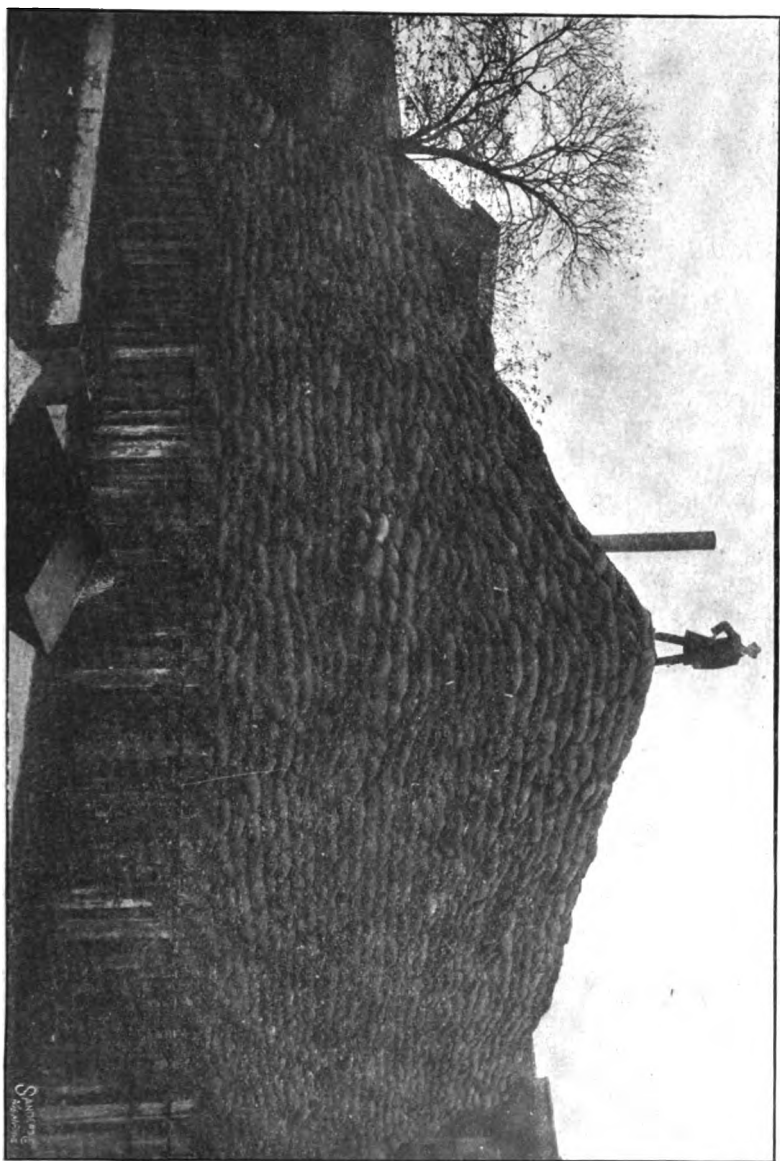
"Where have you been?" asked the duke in a very pronounced manner.

"Why, I have just been taking a drive. And it was a good one," answered the prince.

It seems that the prince had quietly dressed himself and slipped out the back entrance of the hotel without saying a word to any one, and had found his way to the stable on foot. He was soon missed, and as he could not be found it was noised around that he had been kidnapped. They were about getting out the city "crier" with his bell to cry "Boy lost." The prince enjoyed the joke hugely.

The next day the prince sent for me to come to his rooms. He informed me that he had learned that General Singleton was very much attached to Silver Heels. I replied that the general thought as much of the horse as he did of his children. "I don't think it is right to deprive the general of his favorite horse," said the prince, "and I will not do it. Let us fix the matter in some way that will look all right, and return the horse to the general."

We agreed that next day I was to have the horse at the fair grounds. At the proper time he was to be taken in front of the prince's box; that General Singleton was to be sent for and the horse returned to him by the prince. The program was carried out. When the general appeared, the prince, in a very appropriate and neat little speech returned Silver Heels to him, giving his reasons for so doing. It was certainly a generous act and done in a very manly way.



Courtesy Corbitt & Biles, Memphis, Tenn.
COTTON SEED SACKED READY FOR SHIPMENT, AS SEEN IN MEMPHIS, TENN.

The Trade Unionist and His Politics.

BY EUG. UNSWORTH.

A democracy has been defined as the government of the whole people by the whole people equally represented, and although it is frequently asserted that we are the most democratic nation in the world, the decadence of our modern political system under the influence of combinations of capital justifies us in asserting that we are very far from approaching our democratic ideal.

It must be apparent to the intelligence of the most optimistically inclined defender of the present political situation that corporate wealth is fast gaining the upper hand of the people, and slowly but surely converting this country from democracy to plutocracy, from a nation governed by the whole people to a nation governed by a few mercenary individuals.

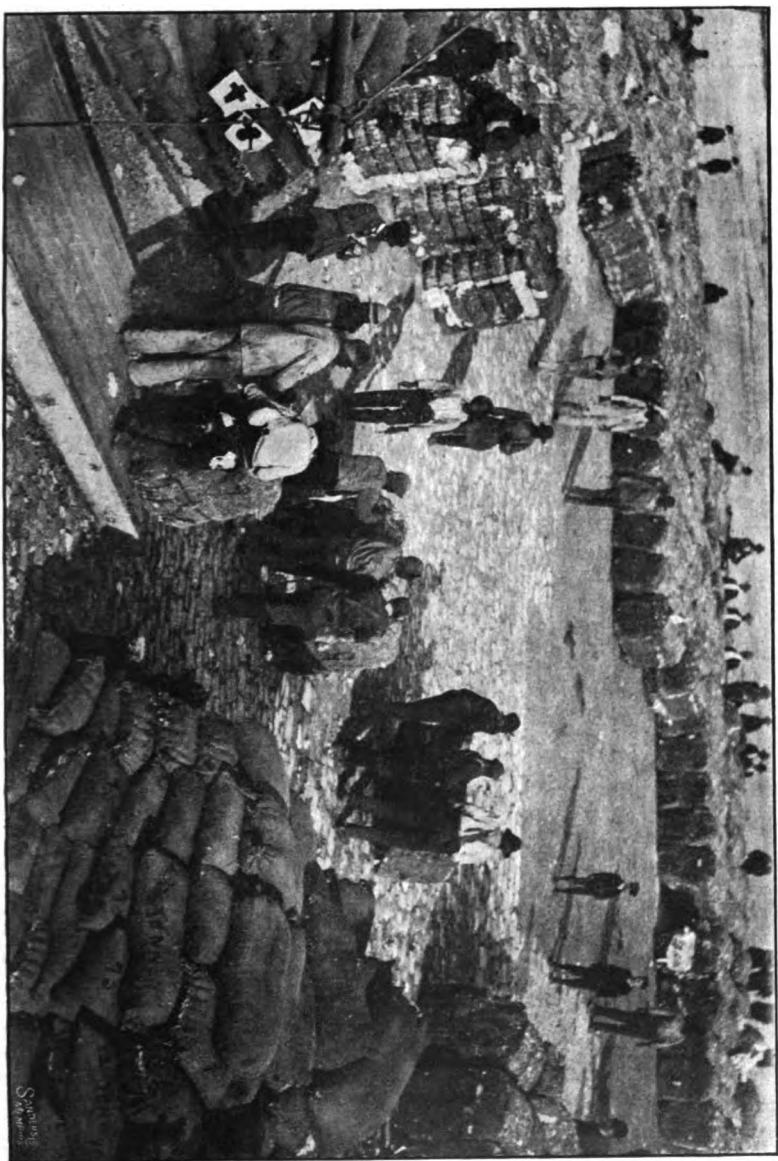
The man with the muck rake is telling the story of labor's betrayal by its representatives in governmental affairs, and the political and social unrest which is spreading to every city in the United States indicates that the people are cognizant of the dangers that confront them, and are preparing to retire to private life those individuals whose political careers if not checked will eventually convert this republic into a privately owned institution.

The issues before the country today are largely economic. We have before us two contending forces, each struggling for supremacy; the despotism of capital and the organization of labor, the first advocating the abject servitude of the masses, the second freedom of thought, will, and action along lines that tend to the political and economic freedom of all the people. Society depends upon its sound and healthy growth to the freedom with which its individual members co-operate. Under our present complex industrial system an individual without the assistance of his fellow-man can accomplish but very little. The private ownership and monopoly render co-operation impossible. It can then be readily observed that our large combinations of capital which control

our government are a menace and a barrier to the full, free and proper development of our social organism. It must be apparent to the most superficial observer that the majority of our men in public life who constitute the law makers of this nation are not only incompetent to grasp the gigantic industrial problems of the period, but have proven themselves to be the pliant tools of our privately owned monopolies. The removal of these men from public office is a duty devolving upon the wage earners of this country, and there is therefore no question of greater importance to the masses than the one which relates to the proper disposition of their ballot, for upon its wise and judicious use depends the satisfactory solution of our intricate social problem and the perpetuation of our republican form of government.

The remarkable growth of the trade union movement has been the wonder of this and the preceding century, and its success in ameliorating the conditions of the masses has been conceded by the student and observer of social affairs. To check its growth, to annihilate it, to render it inoperative, has been the ardent dream of a certain section of the employing class whose hypocritical cant about the personal liberty of the toiler consists in the wage earner humbly accepting a job at the conditions the employer sees fit to indicate, who allows the employer to dictate his wages, hours and other conditions of employment, and who is satisfied to permit the employer to claim for himself every privilege denied the employee.

To accomplish these purposes certain employers have brought to their assistance the powers of the government, have corrupted judges, and have supported powerful lobbies in almost every seat of government in this country. It is therefore the duty of every trade unionist to interest himself in the politics of his locality, to ascertain the character of the men who are destined to make the laws that will guide the destinies of our people and to cast his vote only for those



Courtesy Corbitt & Bliss.

UNLOADING COTTON FROM STEAMER

individuals who promise to support those reforms which are necessary to further permit the free development of organized labor along the lines of justice and fair dealing, and not in the special interest of a certain moneyed class.

The cry of the "open shop," which literally translated signifies long hours of labor, small wages and every evil that trade unionism has been successful in eradicating, is being propagated to deceive the public and gain sympathy for certain forms of employers' associations, and under this pretext every reform law introduced by labor is subject to defeat if it does not suit the will of the employing class who oppose it. Our representatives wearing the hall mark of predatory capital, basely betray the interests of the masses, and with each succeeding year we perceive the defeat of the 'eight-hour bill, anti-injunction measure and sundry petitions demanded by labor. The United States is far behind every country in the world as regards labor legislation. Practically very little is accomplished in this direction, the defeat of labor legislation has become a general practice, while hundreds of worthless bills are passed at the meet-

ings of every legislature in this country. At the recent meeting of the New York Legislature no fewer than forty bills in the interest of labor suffered defeat, while eight bills secured the governor's signature and became a law. Such a total ignoring of the people's rights could not exist if we had representative men from our own ranks to plead labor's cause, and the sooner the trade unionist realizes the necessity of political action along trade union lines, the sooner will he lessen the burden on labor's shoulders. England has now fifty representative labor champions from the ranks of the working classes in parliament, and Germany has eighty, while in the United States we can scarcely boast of a single labor representative in Congress.

The workmen of this country should therefore concentrate every effort toward organization along political lines, which movement will undoubtedly terminate in the improvement of the condition of the masses, lessen the number of strikes, lockouts and other evidences of economic discontent, permit the workers to participate in the blessings of material advancement and establish that democracy which is something more than a mere shadow of the substance.

"The Railroad Shirker."

And Some Other Good Stories by the Train Dispatcher.

ONE BROWN, IN "KANSAS CITY STAR."

"As every railroad man knows," said Hi Brownson, chief dispatcher of the Union Pacific, "it is quite a problem to keep the line from becoming littered with 'bad order' cars. Every time a hot box is set out or a drawhead yanked out I don't let the locals have any peace until they are towed to the end of the division. I bumped into a smooth shirk the other day. There was one of those big Pennsylvania steel frame box cars containing fifty tons of wheat standing out here at Lawrence. The load had been cut out with a hot hub. There was

only one brass on the division big enough for the car. Smooth Shirk had that. I instructed him to brass and move the car. He replied:

"'Cannot brass P. R. R. 41144 as the jack I have is too small.'

"Says I to myself: 'I'll fix that young man in a minute.'

Presently I tossed over to my operator a sample of my penmanship, addressed to the shirk, which read:

"'There is a car of scrapiron at Muncie with broken drawhead; chain it up and take forward.'

"The train didn't even slow up at Muncie, and what do you think the rascal handed back at me? His answer read: 'Can't chain up the scrap; my chain is too big.'"

Colonel Jewett Tells a Story.

"Away back before the boom, railway officials were not, as a rule, chosen for their education so much as for their practical knowledge and experience," said E. S. Jewett of the Missouri Pacific. "Jim Dalbey, superintendent of terminals, was one of God's noblemen and an unpolished diamond of the early days; gruff as a cow puncher; tender hearted as—as a cow puncher. During one of the Indian outbreaks there was a heavy movement of troops through Kansas City. Some of them were sent here from up river by boat thence by rail to the scene of the disturbance. One day there was scheduled a movement of uncommon importance and Jim issued to his subordinates detailed instructions covering the transfer of impedimenta, placing of passenger cars and so forth.

"A close friend of Mr. Dalbey had died and the funeral was set for the morning of the day upon which this troop movement was to take place. Jim desired to participate in the last sad rites and left his office for that purpose, feeling assured of the prompt and correct execution of his orders. He was, therefore, much amazed upon his return three hours later to find that little or nothing had been accomplished. He was not long, however, in setting an example of energy and enthusiasm which quickly spread to the troops and in a short time the baggage was loaded, the cars assembled into trains and everything ready to proceed westward." "Jim Dalbey," interrupted Elmer Younkman of Armour's car department, "certainly was a prince and an energetic man."

"A young lieutenant," Colonel Jewett went on, "who had observed the sudden display of activity, approached the superintendent and with all the dignity and self-assurance he could muster addressed him thus:

"'Sir-r-r, as officer of the day, I propose to exercise my prerogative—!'"

"'G'wan,' interrupted Jim, 'er I'll take yer prerogative and run it clean through yel'"

"Colonel Smiles of the regiment, with difficulty suppressed his merriment and settled the misunderstanding by explaining what Jim's duties were.

"Three weeks later Jim received from the old man—as General Superintendent A. W. Dickinson was affectionately known—a request for an explanation. The file carried a voluminous array of correspondence originating with the young lieutenant, who quoted correctly the treasonable utterances and sought solace for his wounded pride.

"To his stenographer Mr. Dalbey dictated this reply:

"'Dear Sir:—I can only plead in extenuation of the incivility of which Lieutenant Whatthisname complains that my early education was sadly neglected. I thought a prerogative was, perhaps, an implement of warfare, and me unarmed.'"

Sherman and the Scalped Pass.

"You remember John Sherman, who used to be division superintendent here," said Chief Dispatcher James W. Smith of the Wyandotte & Northwestern, yesterday. "One day one of our passenger conductors, a half hour before leaving time, reported sick. I called upon Mr. Sherman for advice. He is an all around performer, having been everything from telgrapher to train dispatcher and from switchman to superintendent. He lost no time in reaching the train, and himself acted in the capacity of conductor to Beatrice and back.

"A few days before I had laid off an operator in the office here whose name shall be Jones. He asked for and was granted a round trip pass over the road, as he expressed a desire to go to Lincoln in search of employment. While taking up the tickets on the return trip from Beatrice, Mr. Sherman came upon the pass which read in favor of my erstwhile operator, but which was presented by a man a stranger to him.

"'What's your name?' asked the substitute conductor.

"'Jones.'"

"Where'd you get this pass?"

"Why?"

"Where'd you get it?"

"Down to the dispatcher's office."

"No, you didn't—where'd you get it? Who are you anyhow?"

"Why, I'm Jones, the operator in Sherman's office."

"See here, bub," said Sherman, who is a good man to let alone, 'I ain't goin' to put you off, but if you don't hand me five bucks and two bits in three seconds and a quarter, I'll just break you in two. I need the exercise—and the money.'

"The lad came down with the dough, and Sherman was happy," concluded Smith.

"Why," he was asked, "do railway men take such pleasure in increasing the earnings of the company they represent?"

"Increase the company earnings," repeated Smith with a merry twinkle, "Guess again!"

Wallace and the Wheat.

"Along about now," said C. G. Wallace, the car distributor at Alton headquarters, "a man in my business don't have no trouble or nuthin'. Take and look at this form. It shows the numbers and

initials of all cars on hand at the station named. Then there at the top is a lot of code letters. 'A' indicates 'box car good for grain.' Other letters refer to other classifications. Half the time the fellow that makes the report is a kid or a messenger boy and don't know what he's a puttin' down. Well, we was shy of cars the other day and I spotted an empty down to Louisiana marked 'A,' or it looked like 'A' to me. So I took and telegraphed the agent to 'bill it to Kansas City and rush.' We put her on the red ball fast freight and here she lands in Kansas City bright and early the next mornin'.

After receiving a load over the telephone from some one with a real or fancied grievance, Mr. Wallace continued:

"The yardmaster took and called me up and says:

"What's that New York Central 23923 in here for?"

"I looks her up and told him I'd take and load that car to Chicago with wheat, because the car belonged home to the Lake Shore there.

"All right," says Matthews 'but I guess they'll kick on loadin' wheat on a flat car.'"

Our Conservative Vortex.

JOSE GROS.

A few days ago two old friends had a short talk on some of the social peculiarities of the day. One of them is a wealthy New York banker, possibly worth \$500,000, about sixty-two years old, and about ninety in appearance, and rather poor health, not a cheerful fellow as he used to be when he was less well off in earthly goods. The other friend is an M. D. with a fair medical practice, about sixty-six years old, in a comfortable industrial status, apt to be gloomy when not very cheerful. The latter friend has some tendencies for certain reform ideals, but is furiously down on any reform conceptions of the substantial kind. The

banker is the most petrified conservative the earth ever saw since the pyramids of Egypt were built up. Both of them have been our friends for the last forty-two years, and we have to love them, even if it is very difficult for us to like them. It is easy enough to both like and love the women of this land, and all lands, but not quite as easy to do the same with men when they are afraid of standing by each other along the line of high brotherhood ideals.

In his talk to the banker the doctor said: "I am down on the foolish luxuries of the wealthy. When men have wealth to throw away it should be done

by charities or useful gifts tending to improve the race." The banker and his wife, too, said: "No matter how foolish the expenditure of wealth may be, it gives labor to some, and that may often prove less injurious than some charities."

That discussion went on for awhile in that illogical and ridiculous way that all serious discussions on social matters happen to take when we are bent upon dealing on the surface manifestations of life and have not learned, don't wish to learn or know, the essential facts of human life. We then jump upon each other like crazy school boys when allowed a few moments of leisure in the school backyard. The poor doctor was then assaulted with great fury by his friends, the banker and wife, on the plea that the accumulation of wealth being the natural result of some men having greater skill than others in the faculty of investing and administering wealth, they had the right to use it without any dictation from society or individuals.

It stands to reason that when we accept certain causes we must accept certain results. It follows then that in the discussion or reasoning processes relating to man as a social being, we have no right to simply take cognizance of mere physical results as we do in the investigation of more cosmical processes apart from man's life. In the formation or evolution of the rock, the blade of grass, the tree, the worm, the insect, the rabbit, the elephant, the mountain, the star, only physical laws are in operation. When we see fit to dwell on man, not as a mere bundle of muscles and nerves with certain animal functions, but as a created, conscious individuality bound to live closely connected with many others under some kind of social, collective adjustments and agreements, then we are in the presence of the uncreated conscious individuality of the creator of God, of the All Father.

It follows, then, that in our dealings with each other we are in the bosom of God's eternal temple of glory. A certain moral and ethical law comes then into play, a law of universal honesty, universal brotherhood, to

which all human thoughts, feelings, acts, and aspirations, should be subordinated. But here comes our collective will, what we call government, society, the nation, fixing a certain kind of foolish honesty or brotherhood, a mere travesty of the brotherhood and honesty in force through all natural and spiritual phenomena, beautifying and harmonizing everything in God's creation.

We thus create a perpetual clash between human laws or ideals and divine ideals or laws. We thus lay aside God's and nature's plan of human development, discard all the high, simple, honest, positive joys, health, manhood, we could have, and establish a fantastic set of artificial joys, a mean honesty and manhood that brings all kinds of conflicts, disease, sorrows and deformities imaginable, a vortex.

Every talk or dissertation, oral or written, on human life and development, shall be a waste of time and brain effort that does not take in the clash we have mentioned between human and divine enactments, the clash we call civilization, and which we all insist upon having. Of course, that such civilization must forever mean and remain a social chaos, with a certain degree of order, just enough to prolong the existence of humanity, but with not order enough, of the righteous kind, to develop a sensible, God-like humanity.

Naturally enough, with mighty few exceptions, we all manage to obtain a chaotic education through all our channels of mixed-up knowledge. Hence our conservative confusions on the final and general results of charities, gifts, endowments, pensions, etc.; all of which come from what the bottom-workers produce, and increases their general poverty. Then come the barbaric ideas about the meaning of investments, wealth accumulations, methods of administering and handling wealth, extravagances in its use, their need to give occupation to some of those whom we forbid to produce many of the sanitary needs that most of the people lack, even the wealthy. Then come our glorifications about the idiotic, silly

processes by which we raise some a little above the social bottom and let another set drop into that bottom, created by our perpetual legalized injustice to all of us. And what about the poverty or mean economics of most of us by which production is limited and prices rise above natural levels, and a sickly prosperity is evolved, with sickly bodies, minds and souls unable to properly solve the problems we create?

All of such unreasonable and shallow perceptions of important social phenomena, so prevalent among the classes of men to whom this age and all ages has given the control of nations, is amusing, sad and ridiculous, today more so than ever, because today, and for a number of years, we have learned something. We have learned that before wealth is invested it has to be produced through the actual honest labor of the many who

remain poor until they can pass, from wealth producers into wealth manipulators, into monopolists on a small or a large scale, all because of monopoly through unnatural laws.

We, therefore, know that anti-monopolistic laws, laws of equal rights to all, would give healthy wealth to all, when poverty or pinching economies in any of the natural sanitary needs and comforts of life would be as impossible as for the moon to remain a moon and assume the cosmical functions of the solar disc. A natural, sensible progress would need no charities, gifts, pensions, etc., any more than a healthy man needs to upset his digestion or other vital organs with any of the poisons that we call medicines, only needed when we have not learned how to keep well because refusing to learn how to have healthy nations. Hence our conservative vortex.

Labor Conditions and Trade Unionism of the Austrian Railway Men.

CARL BERGER, VIENNA, AUSTRIA.

There is scarcely another trade or occupation in this or any other country in which the dangers of the work are so manifold as in railroad service. The labor conditions of the railroad men in Austria are not of the best ones. The hours of labor are extraordinarily long and the wages small. The unhumanly long hours of labor are dangerous both to the railway men and to the traveling public. Certainly, there is in existence a law limiting the working time of railway employees, but these regulations are not satisfying.

These regulations of the Austrian State railways prescribe that the daily hours of labor of train employees shall, on the average per month, not exceed eleven hours daily. A single task shall not be over fourteen hours; it can, however, be extended on branch lines with little traffic. Every person regularly employed in the train service has at least

one full day's rest per month. In fact, most of the train employees have a daily working time of more than eleven hours, much of them work 13 to 14 hours and in some cases to 16 hours. In consequence of that varying service accidents are not scarce. Therefore the system of compensation in the case of accidents has become of the utmost importance to railway employees.

In Austria the government has adopted a system of accident insurance of workingmen. This insurance is compulsory, also for railway men. The contributions are as follows: 90 per cent. by the employer, 10 per cent. by the employees.

The benefits secured in case of accidents are, first, a pension up to 60 per cent. of the wages; second, funeral expenses in case of fatal accidents up to \$10.50, with a pension to surviving wives and children, not to exceed 50 per

cent. of the yearly earnings of the killed employe.

That providence, upon the whole, is not satisfactory to the employes and troubles are numerous.

In recent times, a part of the Austrian railway service has passed a most dangerous crisis. The employes on the Southern Railway and a part of State railways presented a bill of grievances asking for higher wages and better conditions. The companies refused the demands but the power of the organization forced the claims.

The railway men in Austria have not only to lead a hard, economical fight against their employers, but they are standing in continual fights with the authorities, in order, first, of all, to guard their already existing trade unions against police encroachments, and, secondly, to be able to organize at all.

The railway men, regarded as wardens of the state, have no right to combine for the purpose of obtaining fair terms of employment. Against that prohibition the Railway Workmen's Union was formed in 1892. In 1896 the first convention was held in the city

of Vienna. The proceedings resulted in the better foundation and consolidation of the organization.

To prevent troubles the government dissolved in 1897, the union, immediately the union was reorganized. In the year 1902 the locomotive engineers joined the union, thus rendering that union more powerful. Railway conductors in this country have no separate union of their own; they are organized in the Railway Workmen's Union, together with other classes of employes.

The convention of the Railway Workmen's Union are held regularly annually, and the growth of the union was continuous in the last years. In 1905 the number of organized railway men was 32,721; at the end of 1906 nearly 40,000. The union publishes an official journal, *The Railway Worker*, which is issued three times every month; at present there are printed 24,000 copies of every issue.

Surely the Railway Workmen's Union has done much to advance the interests of its members; it has proven one of the great moral forces which ceaselessly operate for the advancement of mankind.

"Scrubbin" Did It.

BY DR. THOMAS E. GREEN, IN CEDAR RAPIDS "SATURDAY RECORD."

It may sound just a little platitudinous to say that one never knows what is going to happen. It is a bit more thoughtful to say that one never knows where or when an ideal is going to materialize. I mean something from which one may gain, by dint of the least bit of reflection, an inspiration.

It goes without saying that the most of us rush along the strenuous ways of our profession, more concerned for the sordid mechanism by which railroad schedules co-ordinate with the current calendar, than for much idealizing of passing things. We are much like him of whom it was said that

"The yellow primrose by the brim
A yellow primrose was to him,
And nothing more."

It is the mark of real genius—the hall stamp on him on whom the gods have smiled, that he

"* * * Finds tongues in trees,
Books in the running brooks,
Sermons in stones, and
Good in everything."

But you do occasionally catch a vision, you do once in a while find an inspiration in the most unexpected places.

I think that I am not entirely indifferent to the voices that call from the heart of beauty, or sound from the soul of grandeur as we find them now and then in the pilgrimage of this world. I am quite sure that I can thrill as many thrills as any one when I stand amid the Gothic arches of the pines, uplifting their long flung naves beneath the

amethystine dome bespread with frescoed stars—over a pavement tiled in emerald, mosaiced with a tangled arabesque of flowers. I know that I can feel the puniness of man's pretense, when on some beetling crag, 'mid earth ribs, upward thrust, I gaze upon the eternal innocence of snows like vestal virgins, that never sin because they never feel the kiss of hot temptation.

Yes, I have gained inspiration from all of these, but I found a lasting lesson today—where do you imagine?

At Wahoo, Nebraska!

Wahoo, they tell me it means "bad Indian," though you could fancy nothing bad, not to say savage, in the little town lying so quietly in the peaceful environs of its corn fields; and, as if to make the contrast greater between name and fact, the large proportion of the people here and hereabouts are German and Bohemian—the most quiet, home-making and home-loving of all the alien lines that blend into the complete resultant of our American life. Wahoo! I opened the course there, giving my lecture to as attentive and thoughtful an audience as one might hope to meet, rested, unvexed, in comfort at a well kept inn, where every kindness was shown me, and in the early morning said good-bye and started on my way. My bags had gone on the wagon—I chose to walk the half-mile through the snappy frosty October morning.

I turned onto the platform and approached the depot. Just a plain ordinary Chicago & Northwestern depot—one sees them every day. I opened the door of the waiting room to buy my ticket—and—what! Where was I?

Before me a floor that actually shone in snowy whiteness; a stove polished to the last degree of brilliancy, with straight black stovepipe reaching to the flue; the windows fleckless, and each with a neat, cheap, but tidy, Holland shade—all drawn to the same exact level; on the walls a medley of railway scenes of advertising pictures, but all neatly framed and hung, not without artistic consistency; a water cooler with a lean granite cup; in one window a tank

of gold-fish, in another some neatly potted plants; along one wall a convenient rack filled with timetables of various roads and magazines for tedious waits. Where was I?

"Ah," I said, "this is the ladies' waiting room. Some tidy woman is thinking of her traveling sisterhood. I belong to the other end. There I'll find the familiar, oft-repeated, muddy floor, the stinking spit boxes, the grimy windows, the rusty stove, the scattered ashes—all the nasty squalor and the disease breeding filth of the usual country depot.

Reluctantly I crossed the other side. Could it be so? A clean, wholesome room, with well swept floor, polished stove, pictured walls, shaded windows; on one side a home-made desk, with ink well, pens, some company paper and envelopes? Visions of Utopia began to shape themselves.

But I had little time to dream—I had to have a ticket. I went to the window. A big man with a strong, clean face made out my ticket.

"How do you do it?" I said wonderingly.

"Scrubbin'," said he briefly, "there's a heap of virtue in soap and water when they're properly laid on."

"Can you keep it so?" I said doubtfully.

"Sure!" said he. "Things ought to be always clean, and I notice that even when dirty folks come in where it's clean, it makes them more careful."

And just then I had visible proof, for a big man who was "eatin' tobacco," suddenly turned to the right, then to the left, then got up and went out on the platform, and shut the door behind him before he spat!

I looked back at Wahoo before we turned the curve. There was the depot—just a common Northwestern depot—but as I said, one never knows what one is going to find. I had found a lesson.

Station agent at Wahoo is not a remarkably exalted position and yet my unknown, unnamed friend had made it blossom. Everything ought to blossom,

and he had taken the most habitually ugly and untidy thing on earth—a country depot—and made you remember it for its cleanliness and order.

Cui bono? Well, why does the poet sing, the artist paint, the preacher exhort, the reformer labor, if not to rid this world of ugliness, of discord, of uncleanliness—to preach God's evangel of beauty?

Ask a more practical, characteristically twentieth-century question: What does he get for it all?

Nothing! save as you count his own

satisfaction. That's generally the way in this world.

You remember Browning's "Herve Riel" who "saved the king his ships," and was then told to "name his own reward." He laughed—did Herve Riel—he had not done it for reward. But when they pressed him he said:

"Since it's ask and have I may.
Come a whole half-holiday—
Leave to go and see my wife,
Whom I call 'La Belle Aurore.'
This he asked and this he got—
Nothing more."

Address.

Delivered by Mr. Herman Ridder, President of the American Newspaper Publishers' Association, at Mr. Andrew Carnegie's residence, Friday evening, April 5, before the National Civic Federation, but owing to Mr. Ridder's inability to be present his son, Mr. Bernard H. Ridder, read the following paper, which was prepared with the kindly assistance of Mr. John Norris.

Arbitration has secured industrial peace for 200 members of the American Newspaper Publishers' Association, employing four-fifths of all newspaper labor. In six years there has not been a strike or cessation of work in any of the Union composing rooms of our Association. There has not been a single disagreement which has not been amicably adjusted. We are glad to report that agreements just signed provide for a continuance of that happy condition for an additional period of five years. Neither employer nor employe has been subjected to the wasting effects of warfare; both sides have been gainers. The publishers are paying higher wages. The unions are treating the publishers with greater respect, greater caution, greater justice. Both sides are pleased. Our principal gain is not in the troubles we have settled but in those we have prevented. Our labor commissioner reported that the past year had been the most quiet one of our history. There had been steady improvement of labor conditions and an increase of **peaceful methods**. We know of no other combination of employers which has succeeded in perfecting a great pact with the labor unions and in main-

taining entirely satisfactory relations. The probable explanation of this outcome and our good fortune in the matter, lies in the fact that our employes are more intelligent than any other grade of labor and are more appreciative of what is right. These unions take pride not in the number of strikes they have ordered in newspaper offices, but in the number of days' work they have provided for their members, and in the fact that they have in their ranks many skilled men to whom employers pay more than the scale to retain their services. These unions pride themselves that their word is their bond and that their treasuries and authority are behind their agreements.

The American Newspaper Publishers' Association is a voluntary organization of 270 papers, covering every considerable city of the union. It has no power to compel any member to act, outside of his own volition. We employ compositors, stereotypers and mailers who work under our International Typographical Union agreement. We employ pressmen who work under our agreement with the International Printing Pressmen and Assistants' Union. We employ photo-engravers who work under an agreement

with the International Photo Engravers' Union. These national agreements with labor organizations are not labor contracts. They simply provide a way by which each individual publisher may secure arbitration without interruption to his business, the national labor organization with which the contract is made by each publisher, guaranteeing the performance of all its contracts by unions under its jurisdiction; in other words, it underwrites local arrangements. Those agreements have stood the practical test of time and of wide application under an extreme range of conditions. They are workable.

At the outset, we recognized labor unions. We dealt with labor representatives, realizing that when we did so we ceased to recognize the individual, but in doing so we increased the responsibility of the union and the union admitted its obligation. We accepted the closed shop. We substantially accepted the eight-hour day. We assumed that arbitration is possible only when the parties in dispute approach the question in a fair and conciliatory way. We had interests in common and we dealt on the basis that we were not members of hostile classes. We have not wrangled over trifles. We have explained our relative positions and have avoided many difficulties which arise from haughtiness. We have studied patience. We knew that the labor question was full of complications, and that the leaders of the union must exercise great patience and tact in controlling the men who elect them to office. We started out to promote a better understanding between the Association and our employees. We established a labor bureau and elected a commissioner with manifold duties. He assisted in settling labor disputes. He worked to secure the appointment of joint national arbitration committees for the adjustment of labor troubles that could not otherwise be settled. He obtained data upon all subjects pertaining to the mechanical work of newspapers. Publishers were thereby equipped to deal intelligently with the unions. We cultivated friendly relations with the organized wage earners. Our commission-

er attended their conventions and addressed them. He did so every year. Their presidents came to our conventions annually and talked to us. They send to our commissioner regularly the proceedings of their conventions, the copies of their official organ and their reports. Our dealings have been marked with courtesy, promptness and fairness. Disagreements have occurred and diametrically opposite views have been held, but we have always managed to arrive at some sort of understanding which, while not altogether satisfactory, has prevented friction and trouble.

The first contract became effective May 1, 1901. It was a tentative agreement with the International Typographical Union for one year to settle differences arising from existing contracts. At the end of that period we entered into a second agreement for a term of five years, adding an important provision for the arbitration of wages and hours in new scales. In the settlement of each dispute we arranged to try, first conciliation, then local arbitration, and, finally, national arbitration. It is gratifying to report that more than half of the new scales were settled by conciliation.

Our third agreement, which begins May 1, 1907, and continues for five years, covers wages, hours and working conditions. In it we have attempted a radical departure, new at least on this side of the ocean, though we understand it has been tried successfully in England. We are doing away with the third man in arbitration. We think it is an advance step. Usually, the third man has been unfamiliar with the publishing business. His decision has been more or less of a compromise, and if has been described as a "hit or miss" affair. The tendency of arbitration with the third man is toward a compromise, but without any definite or established principle. We have aimed at the perfect equality of both sides in the settlement of any controversy that might arise, the final judgment to be rendered by three representatives of each national body. If this new arrangement meets our requirements, then we will have brought the settle-

ment of industrial disputes to an ideal plane.

In working out the amicable adjustment of our differences we encountered in 1903 a difficulty because we did not have a code of procedure which would guide and govern arbitrators in passing upon questions. Ultimately a draft was formulated and adopted which facilitated work and minimized the occasion for disputes. Later on we were confronted by the advocates of the sympathetic strike. It was contended that our contract could not prevail if a newspaper had a dispute with a union that was affiliated with those under agreement. When this position was taken by the unions we refused to make any agreement to do other than pay the scale, and because of our firmness in that respect the sympathetic strike idea was abandoned.

It is true that under arbitration neither side has obtained what it thought it was

entitled to receive, but we have maintained friendly relations at all times. We have produced our newspapers without interruption, and our employes have had the opportunity of work uninterrupted by strike or lockout. The recognition of the principle of arbitration has tended to increase the stability of investment in newspaper property. Its chief value has been the means it afforded us for the settlement of minor contentions which formerly caused infinite trouble, often leading to destruction of property, enormous losses of wages and the engendering of passion. Our payments for the maintenance of our special standing committee have been payments for industrial insurance, just as we pay for fire and accident insurance.

We look forward to the day when the unions will realize that all union men should be proficient in their work and of good moral character in order that publishers may not want other than union men.

Stories of Telegraphers.

Funny Anecdotes Told by Men in the Business.

ONE BROWN, IN "KANSAS CITY STAR."

E. A. Cheney, superintendent of the telegraphic department of the Missouri Pacific railway, was in this city last week and told the following story:

"As all telegraphers know it is quite puzzling at times to distinguish between the letters t and l and the cipher 0. Each is represented in the Morse alphabet by one dash. There is supposed to be a difference in the length of the dash, but that is purely a matter of taste. Expert operators get along without trouble but for beginners these characters are a constant source of embarrassment. Likewise the letter p and the figure 6—five and six dots respectively—cause a great deal of annoyance to beginners. Nearly all student operators these days fall into the error of making more than the regulation five dots for p, thus confusing it with the figure 6.

"Imagine, therefore the astonishment of Mr. Knight, assistant traffic manager, when he received the other day, from a shipper who is a liberal patron of live poultry transportation cars, a telegram reading:

" 'Send me 2,060 cars at once.'

"Mr. Knight fairly swooned as he exclaimed: 'If I can command that sort of business my future is established.'

"Investigation, however, revealed that the message as written by the chicken dealer read: 'Send me 2 L. P. T. cars at once.'

The "Almost" Operators.

"One of our chief dispatchers," continued Mr. Cheney, "recently told me an amusing anecdote. For convenience in communicating with the office he has

the train wire cut into his house. There is a set of instruments in the living room and another in a bedroom. On one occasion he and his wife were entertaining the wife of a station agent, the agent remaining at home a few miles distant. The chief's wife was put to some inconvenience to find suitable accommodations for the young matron, but as there was a comfortable sofa bed in the living room she was assigned to that room for the night without knowing the wire was also 'cut in' in the room upstairs. Early the next morning she was heard to call her husband for a chat on the wire. He had taught her almost all of the Morse alphabet. The chief and his wife, both of whom are operators, were much amused over the little 'visit by wire.' Later, at the breakfast table, the young wife was relating to the chief and his wife the substance of the conversation.

"My husband," said she, 'shipped six cars of mules on the plug.'

"This was surprising information, the plug being a passenger train. The chief and his wife laughed heartily, their visitor joining in the merriment, but wholly innocent of its real cause, for the chief had heard the station agent say he had forwarded 'six cans of milk.'

This Girl Operator Was Clever.

"Pretty good!" said Superintendent John Sims of Osawatomie, Kas. "And that reminds me of when I was chief dispatcher at Atchison. There was a curly headed, handsome young fellow dispatcher there who was mighty sweet on a sprightly slip of a girl who was operator in the master mechanic's office. They used to chin each other on the wire when there was time and it ended finally in a clear case of spoon. The girl was a clever little operator and her admirer could send some pretty lively Morse over the wire.

"One day he was transmitting a bunch of messages to little Miss Sprightly and, after several of them had passed with out a break, the dispatcher said to himself, 'I'll bet a nick I'll make her break the next message,' and he started wift. In the middle of the telegram

he spelled three words backwards and kept going. When he finished the response was 'given—a brief 'O. K.'

"'But, my dear girl,' said the dispatcher, 'I spelled three words backwards in that last message.'

"'Oh, that's all right, Jack,' she answered, 'I have to guess at about half of your stuff, anyway.'"

Skinner's Boy Operator.

"Telegraphers are a jolly tribe," said John Skinner, the Missouri Pacific train-master. "I was once asked by an official of the telegraph department of the Wabash to try a young fellow, an applicant for a job, in order to test his proficiency. As he sat down to the instrument table he turned to me with the request:

"Say Cap, gimme a chew."

"I passed out a fresh 10-cent cut; the cub stowed away a bite in his cheek and handed back about 3-cents' worth. 'O. K. for you, son, said I.' He proved to be the correct thing and I placed him at the St. Louis quad. After copying several messages with marked capability he was left to shift for himself. Presently I heard him blurt out a line of talk more vigorous than elegant, and he followed it up with an explanatory statement. Said he:

"'What d'ye think o' that? Here's a line o' telegraphic literature from some guy in St. Lou that fills seven sheets o' clip an' he winds 'er up with 'particulars by mail.'"

"That," said Superintendent Richards of the Postal, "is something like the telegram I saw a while ago. The check read: '742 D. H.,' and the last line was 'Will write fully.'"

The Young Operator's Mistake.

C. B. Riggs of the John Deere Plow company, was formerly a train dispatcher. He told the following story last week:

"Once there was a youngster acting as night operator at a station close to Topeka who was not a very swift telegrapher. 'Cub' operators, or 'plugs,' as

they are called, often find it difficult to 'receive' messages correctly. Frequently long words are wrongly set down and form combinations not easily understood. There had been an unusually heavy rain and the underpinning of the freight house at Leavenworth began to sink. The building inspector filed a telegram addressed to the general foreman, who was on a train bound to Topeka. The message was transmitted to the 'cub'

of whom I have spoken. As written it read:

"'Foundation' under freight house needs attention at once."

"As delivered to the general foreman the dispatch contained a rather startling bit of information. It said:

"'Found a lion under freight house. Needs attention at once,' to which he replied briefly: 'Feed the lion and notify the live stock agent.'"

Man's Face and Boy's Body.

WILL. G. MCKINNEY.

It is quite interesting to hear the conductors and engineers relate their experiences while congregated at the union depot in Montgomery, Alabama, waiting to go out on their runs. Some of them are quite amusing.

John A. Haralson, an old reliable passenger conductor, who runs between Montgomery and Mobile, was telling the following experience while on a Louisville and Nashville train:

One day as he was going through his train taking up tickets, he came to an old time woman with a flint rock face.

"Tickets, please," said Mr. Haralson. She went down in her stocking and brought up one. Occupying the same seat was what appeared to be a large bundle covered over with a crazy quilt.

"Madam," said Mr. Haralson, "What is this you have covered up so nicely?"

She answered in a quivering voice that it was her boy. The conductor then took the cover off him, and found to his surprise a little dwarf man about 60 years old. The woman remarked, "Mr. Conductor, this is my boy husband."

"Madam," said the conductor, "your husband has a man's face and a boy's body, and according to the passenger tariff, I will have to charge you an adult rate, as he is past the age to travel on half fare. His body may be small enough for a half rate, but as he is traveling on his face I will have to charge you full fare." The woman paid the fare but said she did not think it right and honest to make her pay full fare on a half man.

Jesus Christ—Union Carpenter.

BY THE REV. CHARLES STELZLE.

I was asked in a public meeting recently if I thought that Jesus would become a member of the Carpenter's Union were he on earth today. Just what Christ would do in regard to organized labor in the twentieth century, no man dare prophesy. Any other man's opinion on this subject is as good as mine. But I do believe that Jesus was a member of the Carpenter's Guild of his day, which was the nearest approach to the forms

of organized labor in this generation. It is also quite likely that were he to come again as a carpenter, with all that that implies—a workingman's trials as well as a workingman's sympathies—he would identify himself with that organization which is doing most to better the conditions of all workingmen. And if he were to manifest the same spirit toward those who oppressed the poor and the helpless that he did when he

was on earth in bodily form, he would probably become known as a "labor agitator."

Those who assert that Jesus would in no case identify himself with any organization that practiced slugging or that was unfair in any particular—of which things these persons insist organized labor is guilty—forget, or do not know, that he became a member of the very organization of his day, which was guilty of everything that is today charged against organized labor. When he addressed the leaders of the scribes and Pharisees, he not only reminded them that their fathers had scourged and persecuted the prophets, that they had killed and crucified those who had been sent to them, but that they, themselves, were guilty of the most damnable sins—hypocrisy, graft, persecution. And these very leaders afterwards crucified him for his persistent declaration that he was the Son of God, and that he had been sent to save the people. Jesus Christ was a member of that ancient organization, because—in spite of the fact that it was largely controlled by men of this type—it had within it the elements of true piety and faithfulness toward God and toward men. It must, in all fairness be said today with reference to organized labor, that it, too, contains the elements which make for a higher type of manhood and womanhood, even though there are within its ranks some men who dishonor the cause.

These must soon be eliminated, so that the movement which represents the best interests of the working people, may no longer be handicapped by unfaithful leaders.

To this end why would it not be well to invite into membership, the man who may truly be claimed as "Labor's Champion"—Jesus Christ? Let organized labor take its stand behind him.

Permit him to speak for you. You need never again quote the political economist. Quote Christ. Never has any man more bitterly denounced the oppressor. Invite him to sit upon your platform. Take him into your councils, If you will, you are sure to win, for Christ is sure to win. I have a very strong conviction that if the workingmen of the world were to claim Christ as their exponent, their Leader, with all that goes with this claim, no power on earth could withstand their onward march. Does this seem visionary? But hasn't the Church done this very thing? The true Church rests absolutely and specifically upon the person of Jesus Christ. All of its progress is due to this fact. Its sacrifice as well as its victories were founded upon its faith in Christ. He is claimed today by the Church as a living, personal power. Labor, too, may have him—in the broadest, fullest sense. And when it again lays claim upon Christ, its victory is assured.

The Life Regnant.

BY REV. ISAAC W. GRIMES, PH. D., IN "THE HIGHLAND MESSENGER."

Man is a spirit, he was created in the image and after the likeness of God. Man indwells a physical organism which we call the body; this physical organism is the medium by which man expresses himself on the present plane. The body is not an intrinsic part of man, but only an instrument for temporary use. When the body shall have become again dust the ground and man, by the gateway

of death, shall have entered upon another plane of existence, he will continue to be a conscious entity, he will not have lost his individuality or any power of thought, love, hope or imagination with which he is endowed; the clear intimation of Scripture is that he will then be able to express himself even more completely than he does now. If "to depart and be with Christ is far better,"

then there is life beyond death more to be desired than the life we live on the present plane.

The spirit, and not the body which it indwells being the man, the spirit and not the body should be the executive. The creator never intended that the body should exercise sovereignty over the spirit made in the divine image. God made the body to be the servant to the spirit, to do man's will, to carry out his commands.

The spirit should control the body's every desire; allowing it to have and to do only as he wills, denying to it—however great its clamor—whatever he decides is not for its best good, and compelling it to do that which he deems is for its greatest efficiency and the interest of the entire man.

Man should know his body—its mechanism, the uses of its various parts, the laws infinite wisdom has formulated for its activities and government; he should daily supply it with the life essentials, give to it proper relaxation and judicious exercise: he should seek to have it always a perfect instrument for the doing of that for which it was designed; but he should never allow the body to wear the crown of being, or wield the sceptre of power.

The spirit has ability to conserve the health of the body, and power potentially—if it is sick and can be made whole—to restore it to health and wholeness. If a man is cured by human instrumentality, without the use of material remedies, it is the man himself exercising his regal authority over the body, and not the so-called "healer" of whatever name or cult, who effects the cure. The mental practitioners' efficient work is to arouse the man to cure himself and conserve his health when he is cured. If man will acquaint himself with his God-given powers and prerogatives, and intelligently, fearlessly and persistently assert them he will more and more establish his rightful rulership over the body and gain the ability to make its every organ and function act in obedience to his will.

The great multitude know no other self but the material self—the body; their world is a material world, they live

entirely in a sentient atmosphere, they possess mere sensuous knowledge; the physical colors and interprets all the facts which come to their notice; they crave, plan, toil, struggle for material things only, they are insensate and blind to spiritual realities and destitute of spiritual consciousness and aspiration; if they think of the spirit at all it is as some airy, impotent thing. They have allowed the body to usurp the rulership of the spirit; the body is their master, they yield to its solicitations, they find their pleasure in its gratification, they have neither eyes to see nor ears to hear aught but what the physical can cognize—

"They eat and drink
Chatter and love and hate
Gather and squander, are raised
Aloft, are hurl'd in the dust,
Striving blindly, achieving
Nothing;—and then they die—
Perish:—and no one asks
Who or what they have been,
More than he asks what wave
In the moonlit solitude's mild
Of the midmost Ocean, has swell'd
Foamed for a moment, and gone."

Their concept of God is crude and often grotesque, their interest in their fellowmen is the interest of their own selfish desire, they are the prey of disease, they live a narrow, selfish, unsatisfied life, they know neither lasting joy or abiding peace; and they will continue living such a life unless they are aroused to a consciousness of the import of Jesus' words, "It is the spirit that giveth life; the flesh profiteth nothing."

We, who recognize the rightful sovereignty of the spirit, will grandly serve our fellowmen, if we arouse them to the consciousness of the reality and kingship of the spirit, cause them to realize that if the body rules, man is slave; not master, and that before man can be and do what the Creator intended, he must oblige the flesh to abdicate the throne and give to the spirit its rightful place. But the spirit will never be free from its fleshly bondage, or the man be qualified for rulership, either over the self-kingdom or over others, until he has been regenerated—"born anew"—"born of the Spirit." When a man is born of the Spirit he becomes "a new creature," "a par-

taker of the divine nature," a conscious son of God; then and then only he truly lives, then and then only will he be enabled to harness and use the Niagaras of power which the soul indwelt by Christ has at its command, then and then only has man eyes to see spiritual things, and ears to hear the super-sensuous, then and then only will man realize in any adequate, complete sense the rightful rulership of the spirit. From this second

birth hour onward man, if he lives in conscious fellowship with God, will more and more recognize the lordship of the Spirit and know God as the potency of his life in soul and body; man enters at this birth at once into the kingdom of God and knows from this hour onward increasingly as a present experience, the freedom, the power, the beauty and sunshine of the larger, the heavenly life.



Railroad Waiting Room, Showing Tiled and Granitoid Floor, Perfectly Sanitary.

Travel and Halts.

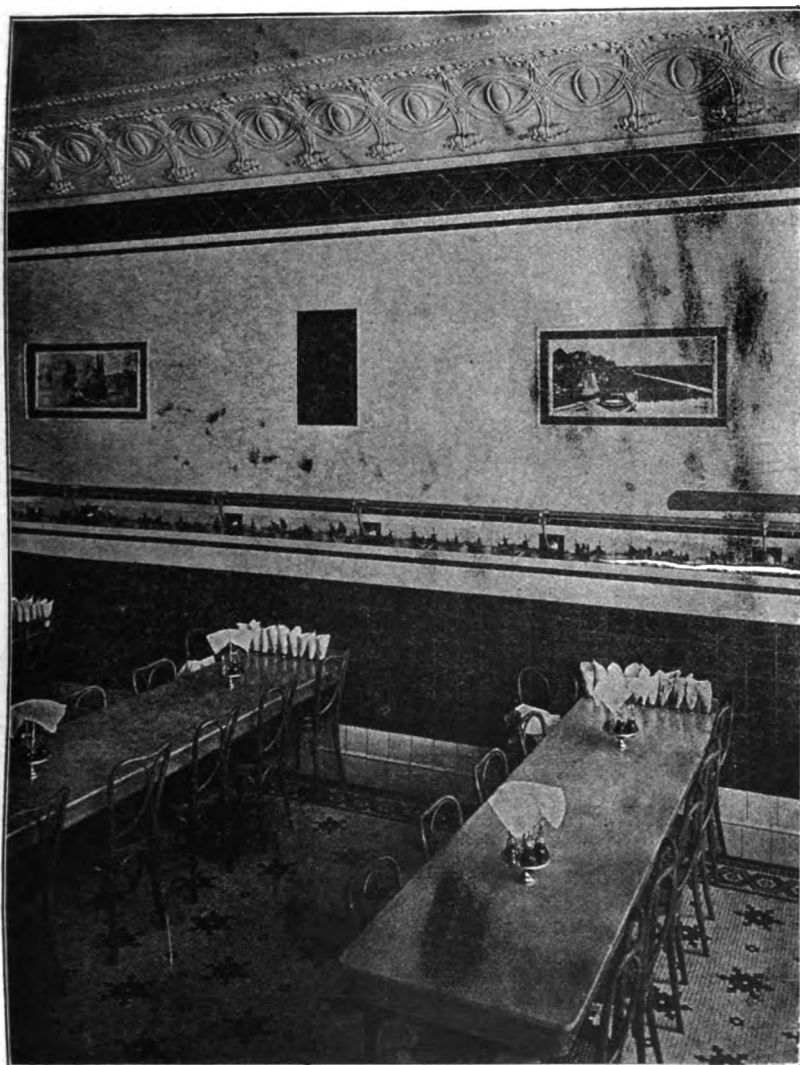
E. L. G. BROWN.

One cannot always travel, there must be also halts. The old stage coach travelers halted for a relay of horses in some village inn, and the modern travelers halt in the railway station waiting rooms built for their accommodation. We all know such halts are tiresome and always too long. The rooms that offer accommodation often crowded, the atmosphere

often impure, and the whole surroundings not suggestive of the rigid sanitary precautions which the majority of travelers would insist upon the observance of in their own homes. The floors of these rooms are too often of wood and therefore not germ-proof. They must present a cleanly appearance at the beginning of the day, but the very daily cleansing they undergo,

tends to increase the growth of germs of life which inhabit the wood, for much of the moisture is absorbed into the flooring. The temperature of the rooms is always heated, and heat with mois-

in proportion to the increasing number of travelers; whereas in reality, the explanation is not far to seek, and there is no more powerful aid towards the spreading of infection than



Railroad Depot Dining Room, With Granitoid Floor and Tile Wainscoting, all Perfectly Sanitary.

ture are all sufficient to the propagation of germs of life.

The public does not reflect why the atmosphere of waiting rooms is not always congenial nor upon the increasing need for sanitary precautions

the retaining of unsanitary floors in these waiting rooms. All classes and conditions of mankind meet here, and it stands to reason that ventilation alone is not sufficient to keep the atmosphere pure. A few progressive cities

have recently adopted an inorganic flooring such as tiling in new railroad stations which they have built, and they could not have done better. Tile at least can claim to be absolutely non-absorbent and therefore germ-proof and can never be an aid towards the spreading of infection. Tile too does convey the idea of cleanliness which is quite foreign to the appearance of a much-marked and dingy flooring like wood, and it is obvious that only a thoroughly clean, and easily cleansed floor is at all suitable to withstand the marks and wear of the immense traffic to which a waiting-room above all others is exposed. Then too the use of tiling suggests the application of a thing to the use of which it is best fitted, and this is wherein art shows itself in building.

Americans are the world's greatest travelers. Their very country is the outcome of the travels of the past generations. Without the pioneer European travelers, there would be no America at all, and without their subsequent enterprising followers, there would be no vast nation as there now is. The taste for travel is hereditary and as inseparable from the American

as the love of wandering in the nomadic tribes; it shows itself in many ways, and not the least of them is the idea of moveable houses which it was left to the New World to originate. Now there is a vast nation, and a vast need for halting places in the way of waiting rooms, and they to be in keeping with the progress that has been made in every field of science and art, should be absolutely hygienic in every detail of their appointments. Science teaches the prevention of disease by means of rational precautions against it, and art teaches the application of things to the purpose to which they are best fitted; and that both science and art are disregarded in even the form of accommodation offered to a vast traveling public by vast Railroad Companies, is patent to all who travel and to all who halt.

Building goes on, and traveling also; wood is produced and adapted to its own peculiar uses and tile are made to suit their own peculiar uses; but the peculiar characteristics of each are constantly overlooked. The railway halting-rooms are only samples of this misapplication, which are very much in evidence, for even Americans halt in their travels.

Sand.

I observed a locomotive in the railroad yards one day,
It was waiting in the round-house, where the locomotives stay;
It was panting for the journey, it was coaled and fully manned,
And it had a box the fireman was filling full of sand.

It appears that locomotives cannot always get a grip
On their slender iron pavement, 'cause the wheels are apt to slip;
And when they reach a slippery spot, their tactics they command,
And to get a grip upon the rail, they sprinkle it with sand.

It's about this way with travel along life's slippery track,
If your load is rather heavy and you're always sliding back;
So, if a common locomotive you completely understand,
You'll provide yourself in starting with a good supply of sand.

If your track is steep and hilly, and you have a heavy grade,
And if those who've gone before you have the rails quite slippery made;
If you ever reach the summit of the upper table-land,
You'll find you'll have to do it with a liberal use of sand.

If you strike some frigid weather and discover to your cost,
That you're liable to slip, on a heavy coat of frost,
Then some prompt, decided action will be called into demand,
And you'll slip way to the bottom if you haven't any sand.

You can get to any station that is on life's schedule seen,
If there's fire beneath the boiler of ambition's strong machine,
And you'll reach the place called Plushtown at a rate of speed that's grand,
If for all the slippery places you've a good supply of sand.

—Richmond Register.

EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year

C. D. KELLOGG, Editor.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

Thirty-first Session of the Grand Division.

The Grand Division met in the beautiful city of Memphis, Tenn., on the afternoon of May 14th, 1907.

Just a word about Memphis, and its geographical position. It is called the "Bluff City," because of the fact perhaps that it is situated on a rather high bluff on the east bank of the Mississippi river about midway between St. Louis and New Orleans. The river at this point makes an almost ninety degree curve, and this stretch of river as viewed from the bluff, with its dense verdure on either side, makes a very beautiful picture.

Memphis has a population of a little over two hundred thousand; and we believe its chief source of industry is the great volume of hardwood lumber and cotton handled by its merchants—in fact we understand it is the largest hardwood lumber market in the world.

When one takes into consideration the fact that Memphis has more than doubled its population in the last ten years, we have a fair indication of its phenomenal growth. The skyscraper made its appearance two or three years ago, and many of them are now being constructed. We believe that all the other southern cities share in the great growth and importance in the country that Memphis does.

For a story of commercial and industrial activity, you may well turn to the recent history of Memphis—the city that in a sense, lies in the very heart of the Mississippi valley. To begin with, it made itself a remarkably beautiful city by an effective sewerage system, and by the use of artesian water. Its reported death rate is less than 10 per 1,000 of white persons. Then it went about building itself, first of all by its cotton. It is the market for nearly or quite a million bales a year; and it must have a new warehouse to shelter it and to ship it from, a mammoth concrete structure of 160 compartments which shall hold 1,000 bales each, with compresses. Then it went to work building oil mills and the like; then its great hardwood lumber industries followed. It built two and a quarter million dollars worth of buildings in 1902; in 1903, three and a quarter millions; in 1904, four and a half millions, and so on till last year the buildings put up were valued at about six and a half millions. Its population increased even faster; and one-third of the white people are said to be of northern birth. When a man or a company thinks of going to Memphis to begin any industrial enterprise—or, if there is reason to think he may go—a Memphis "commissioner" goes to see

him; and then he usually comes. The river traffic and its great railroad systems, its energetic business organizations, the variety of its industries, and its increasing market for cotton and the hardwoods are making it a rich city as rapidly as some of the western cities grew rich; but it keeps a certain gay tendency with its thousand acres of public parks, its three country clubs, its two race tracks—a fondness for outdoor sports in general and good roads and good horses. The point of the story is that, along with these old loves, the Memphians cultivate good business habits and achieve great business successes and—are becoming rich.

Commendable attention, thought and expense is being given to the system of parks, drive ways and places of recreation for those whose occupations confine them to a city life. The electric street car system of the city is perhaps all that could be desired, and forms a great feature in building up suburban residences.

The hospitality of the southern people is proverbial, and the delegates and visitors found that it was all and more than they had been lead to believe it would be. We were received metaphorically with open arms, and were captivated by the heartiness of our reception. The people acted as if they could not do enough for us, and we left there with only pleasant thoughts of our stay. The city was decorated in holiday attire, and the emblems and colors of our Order were seen on every hand.

The Session of the Grand Division was important and successful in a very marked degree. We believe that as the work accomplished and the changes made in the laws of the Order have time to become operative the members will be more than pleased with what was accomplished. The social features of the session arranged by the local Division were very attractive and very much enjoyed by the delegates and visitors. The evening of the first day a reception was held at the Grand Opera House and an address of welcome was made by Gov. Patterson, which was replete with sound advice, lofty sentiment and earnest

words of encouragement. The delegates were also very glad to have an opportunity to listen to Gov. Vardaman of Mississippi. The Governor is a man of strong individuality and always manifests the courage of his convictions. Brother Garretson responded to the address of welcome and we believe his thoughts and sentiments and expressions came up to the full measure of our expectations.

The grand reception was interspersed by addresses by Grand officers of the other railway organizations and railway officials and instrumental and vocal music added greatly to the enjoyment of the evening. The attractions for the day for the visitors were all that could be desired, and were enjoyed accordingly.

The Grand Division of the Ladies' Auxiliary began its session at ten o'clock May 14th, in the beautiful hall of the Goodwyn Institute. The addresses of welcome and the responses thereto, the instrumental and vocal music and the presentation of armsful of flowers made the morning session an extremely happy and enjoyable one. We had the pleasure of listening to the violin solo by Mrs. A. J. Falls, and the singing of "Dixie" by Mrs. Marie Greenwood Guiberson, and if these two members were indicative of the rest of the proceedings, then certainly the ladies achieved success beyond their fondest expectations.

The social entertainment of the delegates and visitors for May 15th consisted of attractions peculiar to the Elks, the Shriners and other secret orders. The Elks threw open their beautiful home on Jefferson Street, and made all other brother Elks feel at home. Memphis has always been famous as a horse racing center, and the visitors were entertained at the noted Montgomery Park Race Track and shown some finesteppers. This park is located about thirty minutes ride on electric line from the business part of the city, also attractions were shown at East End Park, which is perhaps the most beautifully illuminated of any park in the south. Those who enjoy base ball had a chance to see a fine

game between Nashville and Memphis at Red Elm Park. The Spring Festival of the Firemen and Police was in session and helped along with the entertainment.

The social features on the program for May 16th consisted of steamboat rides up and down the river, which gave a fine view of the city. The attraction looked forward to at every Grand Division is naturally the ball which is given at about the middle of the stay. This was given at the Auditorium and we understand there were about three thousand people in attendance. It would be interesting of course to all, and the ladies particularly, if the editor possessed the knowledge and power of speech to describe the many beautiful costumes worn by the ladies—it would, no doubt, form an attractive feature of this write-up—but the fact is he does not know the difference between a hat and a bonnet, and as likely as not he would call a decollete gown a full dress one, so he will have to leave that part of it to the imagination with the assurance that the costumes were wonderfully and gorgeously made. Many other features of entertainment were provided for the guests all over the city, and it was one's own fault if he or she did not put in a pleasant and tiresome day.

Friday, May 17th, the delegates and visitors were entertained by the Brotherhood of Locomotive Firemen. This entertainment consisted of boat rides up and down the Mississippi, with games, dancing and music, and the substantial things which go to refresh the inner man. The attractions in the city were similar to other days, and consisted of street car rides and all the amusements known to vaudeville and amusement park resorts. Every day the attractive features of baseball could be enjoyed by watching the snappy games of the Southern League.

Saturday, May 18th, the delegates and visitors were entertained at the park by music, dancing and refreshments, and steam boat rides up and down the river. All those who cared to be entertained at an old time southern barbecue were invited to the very pretty East End Park to partake of that feature of southern

hospitality. A great many of the visitors took occasion to visit Overton Park, which is in the north-eastern suburbs of the city, and is a beautifully wooded district consisting of three or four hundred acres, almost in its natural wildness. The timber in this park gives one a good idea of the extensive and fine growth from which the hardwood lumber is made.

Sunday, May 19th, the O. R. C. visitors were invited to special services in all the churches, and made to feel perfectly at home. Every member could find a place in which to worship according to the dictates of his own conscience. It would certainly seem by variety of services and diversity of denominational views that the spiritual welfare of the citizens of Memphis is adequately taken care of.

May 20th the Ceremonial Session by Al Chymia Temple, A. A. O. N. M. S. (Whatever that means), held full sway. The outdoor attraction of this order was very amusing and entertaining to those who looked at it from the sidewalks, but we imagine the camel fastened by the long cable, and the black pig in his uncomfortable cage did not enjoy it as much. The other attractions of the day were similar to the other day's outings with an added ride to Raleigh Springs, and the beautiful parks surrounding them. At the evening session of the Shriners the visitors were entertained with the initiation ceremonies when the candidates for admission to the mysteries of the Shrine were escorted over the hot sands through many and devious pathways finally reaching the oasis in the desert where their troubles for the time being were ended and their fainting energies were refreshed with the traditional draughts of camel's milk. As a great many of the delegates and visiting members are Shriners this feature of their entertainment was a particularly enjoyable one.

Tuesday, May 21st, the delegates and visitors were entertained by the local lodge of the Brotherhood of Locomotive Engineers at Jackson Mound Park. In the evening the Engineers gave a ball to the delegates and visitors, which was very largely

attended. The night was an ideal one for such an occasion, and our members had a chance to view the Southern moonlight, and enjoy the balmy breezes that they read about. Entertainments and attentions of this kind are very significant of the good will and feeling that exists between the men in similar occupations and actuated by the spirit of fraternal unionism.

The Order of Railway Conductors certainly appreciate and give hearty thanks to the members of the local Brotherhood of Engineers and Firemen.

Also on the evening of this day a very enjoyable entertainment was given by the Cincinnati delegates and several hundred members of the Order were entertained with a progressive whist party followed by dainty and appropriate refreshments. One thing sure, if the Cincinnati delegation did not land the next convention, they show themselves to be good hustlers as well as good losers.

The location of the next Grand Division in Boston, Mass., was seemingly a foregone conclusion, there having been at least a tacit agreement between the Portland delegation from Memphis which secured holding the convention in that city, that they would support Boston in 1907. We doubt if the membership outside of the far Eastern States can appreciate what is in store for them during their stay in Boston. The natural attractions added to those of historic interest will occupy every minute of every visitor to that city, so rich in events that have made up the glorious history of this country. We print herewith Brother J. H. Parant's speech presenting the claims of Boston as the next meeting place. We do this for two reasons; First, because of its merit as an oratorical gem, and second, so that the membership may know what a treat is in store for them in 1909—and we know the Boston Brothers will make good.

"On the Eastern Hemisphere, few men are considered finished unless they have visited and become familiar with the cities of age, history, art and commerce.

Jerusalem has been revered for

nearly twenty centuries by the Christian world, owing to its association with the life and death of Christ. Julius Caesar immortalized Rome; Peter the Great raised Russia from barbaric life; Frederick made Prussia famous; the genius of Napoleon made France the star of Europe; Victoria revolutionized England's methods, but the Almighty God directed the course of those noble spirited Pilgrims more than four hundred years ago, to the shores of 'Good Old Massachusetts.'

They knelt in profound adoration on Plymouth Rock and thanked their Heavenly Father for what they considered a greater blessing than to be classed with the prophets of old, or the warriors of the past. They settled in Boston, and from that city sprang the life and glory of our Western Hemisphere. Our soil is not as fertile as the west, our sands lack grains of gold, but our history is so beautiful and wonderful that the world stands uncovered when it enters on Sacred Ground in certain spots of Boston.

The elements may destroy the architectural beauty of the Hub, it may turn the course of the brooks and rivers of our state, but it can never rob Massachusetts of her Boston, her Concord, her Lexington, her Bunker Hill, or her hospitality.

You are requested to be the guest of our venerable state. You will be entertained by historic Boston and all the Divisions of New England. More than 15,000 members of this order are to assist in making your stay at Boston and New England the most enjoyable in the history of our organization.

You will spend a day among the cruisers and battleships of our navy at Charlestown Yard; you will be taken aboard the great trans-Atlantic liners and shown where a solid train of freight seven miles long is stored in a single vessel; you will be invited to inspect that wonder of the age and see its very vitals ablaze with furnaces of fire that force the huge mass of human ingenuity through a restless sea with a greater rapidity than the most fleet-footed animal on earth; you will be escorted

into the tower of the Old North Church and shown the lanterns which were hung from its belfry that notified Paul Revere of the course the British were to take, 132 years ago; you will be furnished with conveyances to take you over the road made famous by his ride to Lexington; you will loiter on Lexington's green and Concord's famous ground; you will cross the bridge where the shot was fired that was heard round the world; you will stand where the vessel was moored, nearly a century and a half ago, from which the cargo of tea was thrown into the harbor; you will see 2,000 tons of fish discharged in a single day at the wharf; you will see the spot where the Boston massacre took place, and where men died who were instrumental in the birth of this great republic.

A stone's throw, and Faneuil Hall, the 'Cradle of American Liberty,' is reached. Dorchester Heights and Prospect Hill will command your attention. Our harbor with its countless forts and beautiful resorts will attract you for a day.

You are invited to visit the homes of Longfellow, Whittier, Lowell and other masters of the past century.

You will see fair Harvard, the greatest institution of learning in North America; you will be taken to Lawrence, Lowell, Manchester, Fall River and New Bedford, and see the factories that provide a home and plenty for a million souls. You will see the cotton as it comes from the field and the wool from the sheep shaped into the most beautiful and delicate of fabrics. You will visit Lynn, Salem and Brockton and see the hides that come from the countless steers that roam our Western prairies fashioned into all shapes and descriptions of footwear; you will enjoy the breezes of Massachusetts Bay from Martha's Vineyard to Cape Ann.

Our Parks and Fells are as wonderful as the Garden of the Gods—more beautiful than tongue can describe. In a single week you will see and learn more history than a generation could secure from books. You can reach our city by land or sea and you can enter it upon the most friendly

lines, operated in our country. Accommodations for food and shelter are unsurpassed. The price remains the same, regardless of numbers.

You will carry with you recollections of Boston that would remove the sting of death were you assured of surroundings in keeping with our city, when you have paid nature her just debt."

THE WORK ACCOMPLISHED.

The Grand Division consisted of over five hundred members and we are of the opinion that the transaction of business by such a large body of men has shown itself to be cumbersome and probably not productive of the very best results for the organization. As constituted now the Grand Division is certainly subject to the criticism that a few among those men in attendance do the talking and virtually shape legislation. And it is to be hoped that some means may be found by which a reduction ultimately may be made in this law-making body.

A noticeable and rather sad feature of the Grand Division meeting was the reduction in the ranks of the permanent members. Noticeable also was the absence of former Grand Chief Conductor E. E. Clark, who since his election in 1890 has presided at every Grand Division of the Order. Many also were the expressions of regret at the absence of former Grand Senior Conductor, C. H. Wilkins. The pleasant features of Brother W. H. Budd were also noticeably absent from the Grand Division platform, and many were the inquiries after his health and welfare. We understand that he has given up railroading and gone into business for himself, and we are sure that the entire membership of the Order wishes him a large measure of success. The familiar features of Brother J. D. Conditt appeared on the rostrum as Chairman of the Jurisprudence Committee. Brother Conditt has filled the position so ably for so many years that his absence from that position would be noticeable, and when we take into consideration that all the changes of the laws are submitted to the prior con-

sideration of the jurisprudence committee the importance of the position is apparent.

The reports of the Grand Officers as submitted to the Grand Division showed the condition of the Order to be in a very healthy condition, and we would suggest that every member of the Order who can do so, take occasion to give them a careful perusal, for really they constitute a summing up of two years' work by the organization.

We note that since the adjournment of the last Grand Division important national legislation has been enacted as follows:

What is known as the Hepburn Act which limits the issuance of free transportation, has affected us as directly as any other legislation, and will of course materially increase the expenses of the field officers: the employers' Liability Act which was passed in June 1906 is undoubtedly of as great importance to railway employes as any legislation which has been spread upon the statute books of recent years. The constitutionality of the Act has been attacked with as much vigor and venom as any legislation which has ever been enacted for the benefit of the employe. Several test cases have been argued and decided, and the decisions for and against its constitutionality have been about equally divided. Appeals have been taken to the Supreme Court of the United States and we are daily expecting a decision from that august tribunal: The Hours of Service Bill commonly known as the LaFollette Bill regulating the hours of service of railway employes has also become a law. We believe that the time is too short since the enactment of this legislation, to tell definitely whether or not it attains the full measure of good hoped for by the originators of the Bill. We hear quite a good deal of complaint to the effect that on some railroads advantage is being taken of possible technical construction of points in the law. The Erdman Arbitration Act was declared unconstitutional in a case brought against the L. & N. Railway on behalf of the Order of Railway Telegraphers.

We understand the law department of the Government is making every effort possible to uphold the constitutionality of this Act: The Anti-Injunction Act was again before Congress for passage but all efforts in that direction failed, notwithstanding the fact that such legislation was endorsed by the President.

Together with the other Labor Organizations of the country we have used every honorable means to forward measures restricting immigration, and we believe that continued opposition to indiscriminate immigration will in the long run do much good. Canadian Legislation is still being looked after by our able representative, Brother J. H. Hall. Some legislation has passed the Canadian Parliament for our betterment, and a considerable amount has been successfully opposed that would have been largely prejudicial to our interests.

The report of the Grand Secretary and Treasurer shows that the Mutual Benefit Department is in a very healthy financial condition. We note that the total amount paid for deaths and disabilities from Dec. 31, 1904, to Dec. 31, 1906, was \$1,652,000. This large amount of money speaks more eloquently than words.

The Session of the Grand Division just closed consumed more time than any one ever held before, having been in session eleven days.

It is a curious fact that at the close of every session of the Grand Division the opinion prevails among the delegates that they have at last got the laws of the Order into such a condition of perfection that little further revision, or change, will ever be necessary again, and still when the next session convenes it is also noticeable that fully as many, if not more, changes in the laws are proposed and urged as at the previous session. We are inclined to think that this denotes a spirit of progress rather than one of changeableness, or perhaps putting it in another way the conditions in the labor world, by which the Order of Railway Conductors are affected are constantly changing and so

the laws have to be changed, amended or added to to fit these conditions. The number of changes proposed at this session of the Grand Division, certainly shows that the members are keeping abreast of the times and doing much thinking for themselves. It is quite noticeable that the idea of legislation by referendum vote is gaining favor all the time among our members, as it is probably by the general public at large. The idea is worthy of every consideration and it is probable that a general working plan of such a vote may finally solve many of our difficulties.

It will be remembered by some that the Grand Division at Portland, appointed a committee whose special duty it was to look into and suggest changes in the laws of the Mutual Benefit Department. Brother C. D. Baker was named as Chairman of that committee, and his report to this session of the Grand Division showed that he had gone into the merits of the objections very thoroughly and really found no necessity for any radical changes. This should be a source of gratification to every member of that department.

A pleasing feature of the second day's proceedings was the appearance in the hall of Past Grand Chief Conductor, E. B. Clark, who, after the applause had subsided, addressed the assemblage in his customary earnest and impressive way.

Another pleasing feature of this day's session of the Grand Division was an address by Brother F. A. Burguss, Assistant Grand Chief Engineer of the Brotherhood of Locomotive Engineers. Brother Burguss spoke in a interestingly, telling of his twenty-five years experience on the rail, and of his admiration and respect for the Order of Railway Conductors and his fidelity to, and faith in organized labor.

It is interesting to note the slow but sure growth of the effect that electricity as a motive power is having on the condition of men in railway service. Eight or ten years ago electricity as a motive power that might change conditions in our laws, was a speck upon the horizon,

all the Railway labor organizations looked at it with somewhat of jealousy and apprehension of the possible innovations it might make on our work. As late as the Portland Convention there seemed to be a decided hesitancy in looking the seeming facts and conditions squarely in the face. Now at this convention it has become absolutely necessary that we take into account in our legislative enactments and laws governing our conditions of service the men who are partially, or entirely doing their work with that subtle agency as the motive power. And no one would be rash enough at the present time to predict that at the session of the Grand Division to be held two years hence the electrically propelled traffic would not be the dominant force on quite a large proportion of our railway systems. The feeling seems to be uppermost in the public mind today that even now the advantages and possibilities of electricity are in their infancy.

As indicative of the thought and attention given electrically propelled trains by this Grand Division, we note that a law has been passed which in effect says, that a person to be eligible for admission to membership in the Order of Railway Conductors must be employed as a conductor of a train on a surface railway outside of yard limits where steam or electric power is used, and such trains must be governed in their operation by the rules and requirements of the Standard rules of the American Railway Association.

At the public reception given to the delegates and visitors, Brother Garretson made the following address, which was well received and provoked much favorable comment:

"There is no existing question which is of more vital interest to the great body of the people than the industrial one. Its myriad arms reach out, encircle and inclose every phase of the commercial life of the period. Confined not to our own boundaries, nor to the continent, but stretching wherever human productivity exists, it becomes the one universal problem that,

in the sense of the multitude of the race affected thereby, overshadows all others. Solutions of its problems are sought for near and far. Owing to the fact that its consequences affect not only those who toil, but those whom they serve, its interest is equal in the workshop and in the counting room. The best mental effort of every class is given to finding a means whereby this eternal unrest of the ages shall be done away with and the era of industrial peace ushered in. The crude conception of the unlettered man, who draws inspiration only from the daily lesson inscribed within the limited lines of his sphere of employment, it seems to him should be received with as much consideration as is shown to the idea advanced by any other, while the trained investigator of the academic type, gathering into coherent form the lesson which he believes has been taught during every past age and under every clime, insists that he alone, has found the remedy for all ills that are complained of. The practical man of business directing men in numbers, having intrusted to his care the management of countless thousands in capital, puts forth a plan that seems to him the epitome of the wisdom of the times, which if adopted, would bring into existence the golden industrial age of which the sages have written and the theorists have dreamed. The seer of visions and the dreamer of dreams, too, has his day and heralds forth his ideas for the regeneration of the race, based upon, not his knowledge of what is or what is not possible, but upon what he hopes, desires and dreams.

The plans conceived, the ideas advanced, are as countless as are the numbers of the men who take a vital interest therein, and each bears upon it the birthmark of inheritance, conviction, predisposition, environment or personal interest of him who puts it forth.

Take all the means proposed, and it seems possible to separate them into three great divisions because of the dominating idea upon which each is based, which pervades them, viz., the Utopian dream of the theorist, those growing out of self-interest and those based on

honest endeavor to render justice unto all concerned.

In this, as in other questions, it is usually the Utopian plan that is most widely heralded, that occupies the center of the stage, that fills the columns of the press, that creates a literature distinctively its own, that draws to its standard the dreamer, the enthusiast and the extremist, that furnishes the catch word to the amateur and the shibboleth of the faddist. It magnifies that which it calls evil, giving undue prominence to the exception and attempting to conceal behind the curtain of oblivion that which is the rule. It idealizes that which it describes as good, setting up as its object for immediate attainment that which lies outside the realm of possibility and much that probably lies beyond the bounds of desirability.

In the second class may be included those who work from the basis of self-interest alone, and by this I do not mean that they who take self-interest as the unannounced text of their endeavor are confined to one side of the question only. Man, no matter what station in life he may fill, is led, influenced or driven by the same series of impulses, regardless of the wealth he may possess or the poverty in which he may exist. The man who is blind to the interests, regardless of the rights and unmindful of the welfare of those who serve him would, were he in the ranks of those who serve, be equally swayed by the same sentiments that lead him to assume that attitude toward those under him and would only serve the interests of him whose pay he drew insofar as from his standpoint his own interests were served thereby. Therefore, on either side are ranged men dominated by but one belief—that is, the survival of him who can prey the most thoroughly upon his fellows—and as a rule this is the class that prates most loudly, of the sacred character of the individual right and that any interference therewith is a violation of every law of liberty that men have fought and bled and died to establish, utterly unmindful of the fact, or desiring wilfully to obscure it, that no

great change or betterment has ever yet been wrought by individual effort, until the interest and power and might of numbers were enlisted in support thereof.

Then comes the third division, which should comprise those who honestly endeavor to render to all concerned their equitable right and each man will decide for himself who, as he believes, should properly be classed therein. The theorist will say that he belongs there, because his motives are of the purest, and it may be true. The man swayed by self-interest, if aligned on the employing side will say: 'I should head the list, for I stand as the embodiment of the idea that has obtained in the industrial relation since the earth itself was young,' and this, too, may be true, but the written record of the years would only uphold the plea insofar as we are prepared to accept the idea that 'whatever is, is right,' and to admit the justice, propriety and continuance of the practice that from him who hath naught shall be taken. In this third class should be embraced every plan that has for its purpose the righting of that which is wrong, without revenge for injury complained of, or reprisal for less sustained in days gone by; that provides for the enjoyment by him who produces of a reasonable portion of that which his effort hath brought forth, at the same time recognizing the right of him who furnishes the means whereby the work was wrought. In other words, the equitable recognition of every agency that has entered into the processes of production and that will reasonably distribute the fruit of such production among all who took part therein.

Few men have lived who had the capacity to absolutely separate themselves from their belief, their interest or their environment, who possessed the judicial mind in a degree that lifted them above all influences of personal consideration or of associated interest and gave them the ability to judge any cause absolutely upon the merits of the cause. We, in common with the great body of mankind, are swayed in a greater or lesser degree by the influences

surrounding the point from which we view these questions, but to us it seems that the attitude assumed by these labor organizations is, to say the least, as reasonable as that outlined in any of the practical ideas that are put forth for the solving of the problems that confront the age. It is, I grant you, imperfect, of its followers, like unto the followers of the lowly Nazarene, some are strong, others weak, some are good, others evil, some strive for the good of the many, others for the aggrandizement of the few; but as the purity, the beauty and the influence of Christ's life, example and sacrifice can neither be effaced nor discredited by the unworthy acts or the evil propensities of those who falsely claim to prophesy in his name, so neither can the agencies for good, nor the power for betterment to the great body of the people exercised by labor organizations, be consistently questioned because of the fact that some unions or some members thereof, fail to attain to the plane of honesty and equity.

There are times, when, in the hands of unscrupulous men, purpose may be misdirected and power prostituted, but this argues nothing as to the innate good or evil of the plan. The banner of a faith may have been trailed in the dust through the apostasy or the sacrilege of its high priest, but that argued nothing against either the virility of that for which it stood or against the purity of the teachings of the faith itself. A venal government may have dealt out flagrant injustice to its subjects, outraged their laws, violated their privileges, sequestered their property, invaded their rights and shed their blood, but this argued nothing as against the principle of government, but was only proof that the administrator thereof could fall below the standard of that which he professed to uphold.

So it is with the idea of the organization of labor for the purpose of obtaining that of which it believes it has been deprived. Strip the mind of prejudice and judge this question as you would other questions of like import and see what conclusions would be reached. Contrast the status of labor today with

its status at the beginning of the period which memory spans. Then membership in a labor union was a reproach. The unionist of that period stood in similar estimation in the community in which he lived to which the suspected criminal does in the present day. He was believed to be one who advocated subversion of the principles of good government. The community regarded him with suspicion, the law with condemnation, the courts with an eye to punishment and his employers with the certainty of dismissal. Today he has won his way regardless of the handicap then existing until, in this community, he has the support and the sympathy of the large majority of those around him. From the law he has full recognition; from the courts the right to be heard; from his employer the respect that always comes to him who contends manfully for that which is reasonably conceded to be his right, and that has been brought to him, not by the effort of outside forces, but by the effort of himself and his associates alone.

The present standing of the union labor idea is again proof of the fact that nothing succeeds like success. In its earlier stages, when the helping hand meant much, commendation was withheld because it was not believed that there was within it power to compel respect, but when it was once demonstrated that that power was inherent, then the attitude of the public largely changed.

There is, nevertheless, a large body principally of the employing class, which maintains the view that only evil can result from the labor union movement. Not long since, before a government commission, the statement was made by a representative of one of the large producing interests of the country that 'Labor organizations are today the greatest menace to the government that exists inside or outside the pale of our national domain. Their influence for disruption and disorganization of society is far more dangerous than would be the hostile array on our borders of the armies of the entire world combined.'

When a statement like this is spread

broadcast throughout the land, and that, too, with the seal attached that is its heritage because, first, of its place of utterance; and, second, of the place occupied in the commercial world by the one who spoke, every honest man should endeavor to know for himself if the statements contained therein are true or false. If true, it becomes the duty of every loyal citizen to aid, by voice and influence, in the suppressing of that which has for its aim the subversion of that form of government for which the fathers made their sacrifice. If false, it is just as surely a duty to justify and uphold the loyal effort and action of the libeled class.

No verdict should be rendered on any question, much less one of such import, without a knowledge of the truth. The voice of the public in this, as in many other things, is often referred to as 'the voice of God,' and when the God speaks, omniscience should precede the exercise of omnipotence.

One of the peculiar things in connection with an investigation of this or any other phase of the labor question is that testimony is sought, not in the highways, but in the byways. When information is desired in regard to medicine, one would not go to a blacksmith. If knowledge were required regarding the law, application would not be made to a vendor of physic. If the processes of merchandising were to be examined testimony is not desired from a builder of fences or a digger of ditches. But when the aims, objects or teachings of a labor organization are discussed, the statements of him who has never felt the moisture spring upon his brow from an hour's honest toil are taken as conclusive evidence, while the statements of the man who, through all his life, has been part and parcel thereof, are discredited as of no importance.

History's page is open to him who would search therein and there is taught the lesson of what devotion to the principle of combination of men who labor has done not only for those who were its adherents, but for every man who toils. What that history shows is that the following out of the idea has developed

men from serfs into liege men of the republic. It has transformed the den and the hovel into comfortable homes. It has transformed the clod and the lout into the thinking, reasoning citizen. It has changed the laborer, who, in countries where it did not exist, was the tool of every designing politician, into the prop and mainstay of the government of which he is now a part, and there is not in the record one single instance, in spite of the animadversion made thereon, of the effort toward the subversion of a government springing from labor union causes. Governments have gone down through their very absence because the oppression of the individual that was permitted and encouraged thereby brought its logical result in an uprising of the individual people. Trace to their underlying causes every rising of the people and find if it lay not in the vicious oppression of the many by the few. What cause does history ascribe for the rising of the Helots against the Spartan's iron rule? The Servile wars of ancient Rome will show no other cause. The French revolution with all its outrages, horrors and excesses was but the recoil of overburdened nature against centuries of oppression and repression of the people. It is granted that the instances cited were failures, but they were the failures that broke the chain of the oppressor and that made for the future, life a thing that could be lived. Like every other revolution that is attempted, when they failed they were only rebels and conspirators, but, even though those who were concerned therein were thus branded, the heritage of their sacrifice was the amelioration of the conditions under which their children toiled.

If effort to maintain the right of the many to life, liberty and the pursuit of happiness, and to uphold the right of the citizen to exercise the right of the many as against the few, if insistence that the laws shall equally protect the high and the low and that the verdict of the courts shall not be the fruit of purchase or influence, constitute a menace to the life and power of the republic, then the labor organizations are guilty

as accused. Training men to be traitors to the flag that waves over them does not make them loyal to any other cause. Breed in humankind the canker of treason and who can say where the limit of corruption shall be placed? No just cause can flourish through the employment of evil means.

That which the teachings of the organization aim at is, first, to make the man an honest citizen; that makes him upright in all the walks of life. To then teach him to use the means at his disposal to amend that of which he complains; to develop his natural powers by his effort to impress the correctness of his belief on the majesty of his fellows, and then, through these very teachings and their application, you find that he has developed into an intelligent, investigating, thinking citizen, applying to the problems of government the lessons learned in the organization, scorning the shackles of party domination, perpetuating instead of destroying the true principles of the commonwealth.

Who is it makes the plaint that the existence of the government is threatened by the continuance and development of the labor organization? Is it men, who, in the past have been noted for the breadth and liberality of their dealings with those dependent upon them? Men who give to the individual whose heaven born right they prate of as high or higher wage and as good or better conditions of service as those enjoyed by union men, or, is it men who have had wrung from them the tardy recognition that there should be placed a legal limit to human greed? Men who have fought by any and every means enactments of any law that would guarantee to each and every man his rights? Opposition like this will never stem the tide of organization. If its movement is arrested, if its progress is checked, if its power is curbed, and its influence destroyed it will not be from exterior causes. It will be because it contains within itself the elements that, uncurbed and uncontrolled, shall, in the end, produce its downfall. Let lust for gain, pride of power, unjustness of

demand or disregard for the right of others dominate our action and then will be seen the beginning of the end. But so long as the principles of equity continue to dominate our councils and the spirit of

fairness control our deliberations and dealings the organization shall grow and flourish and each year bring nearer the accomplishment of the heart's desire.

The Passenger Conductor.

BY MRS. F. P. KADEL.

I do not think that you will find
One half so gentle or so kind
For he is ready at every beck and call
To do the will of passengers all.
He answers questions by the score
For they are propounded to him galore;
How far to next station, some one will ask.
When they have heard the signal blast.

If a box runs hot some one will say,
What is the matter? What is the delay?
How long will it take? When do we start?
Will we make up time? is the engineer
smart?

I have read of the slow train,
But this beats the band.
Is the expression you will hear.
From the big traveling man.

What time will it be when we reach destination?
Some one will ask as we leave every station.
And a lady sits back with shining red hair,
You are the slowest people on earth, I declare.
Bring me some paper, a message I'll send,
Won't you stop long enough for me to speak to
a friend?

A cold you'll never take so do not worry.
For you never get in a big enough hurry.

Yet never a murmur or a word of complain.
You hear from the man that runs passenger train.
Nor will you see a frown on his face,
But he'll meet every one with courtesy and grace.
He forgets so far as he possibly can,
That he is a real, human man,
Go with him a trip and you will see
He earns every cent of his salary.

Answer to the Railway Engineer.

"Aye, indeed, peace hath its hero in the railway
engineer."

But when I'm riding swiftly on a train I never fear,
If the trackman doing duty in lining up the track
And tamping crossties slowly with a tired, aching
back,

Has done his work right nobly as an honest track-
man can,

I esteem him as a hero, not an ordinary man.

Whene'er a railway trackman drives a spike down
in a tie,

The grandeur of his nature suggests that men may
die.

From the straining of steel sinews plunging far into
the night,

Unless the trackman's service has been done per-
cisely right.

And so the noble trackman knits his muscle hard as
steel,

And he becomes a greater hero than the man above
the wheel.

All honor to the engineer, with muscle built of steel,
Who controls the engine's motion and movement
of the wheel.

And God bless the train dispatcher, who controls
the system right,

Through all the sleepless vigils of the dreary winter
night;

But don't forget the Paddy who is keeping up the
track,

While delving for a pittance with a tired, aching
back.

—W. F. Strebor, in *Chico Review*.

LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

Again it becomes my duty as well as pleasure to wield the pen in behalf of Division 117. It was indeed gratifying to know that my last letter did not reach the waste basket. I am writing this one, though, with fear and trembling.

We are still holding our meetings regularly, and all who attend seem much interested in our work. I can't say that our attendance has been so vastly improved, but we hope soon to be able to give a more encouraging report in this direction. We are now trying hard to devise some plan which will ultimately result in securing more individual interest to be manifested in attending our meetings regularly, because we know that to inspire the personal interest of every member of our Division can but be of great consideration, and will result in much good to our Order. One of our good Sisters has suggested the plan of serving refreshments at each meeting, "feeding them," as it were, and I think some of our members have attached much credence to the idea. So guess we will ring the dinner bell in our hall in future. We have taken in several new members this year, and have other petitions to ballot on, so we will have new members with us, thereby adding new strength to our efforts in exemplifying our work.

We are glad to welcome Sister Cunningham back to Birmingham.

The Grim Reaper has visited the homes of some of our members. Our Division extends sincere sympathy to our Vice-President, Sister Pinley, in the death of her father.

We are now arranging to send our delegate, Sister Hardwick, to the Grand Division at Memphis, and we shall look forward with much impatience to her return, and with pleasure to hearing her report, as there are so many important subjects to be taken up and disposed of at this meeting. We hope that all members will be satisfied at the outcome and with glad hearts and renewed energy all again settle down to work in earnest.

So many are expressing their views on the proposed Home for old and disabled conductors. Personally, I am far from being in favor of an institution that takes an aged and infirm conductor away from faces that are dear. A Home like that is to him only an asylum, and a prison. The dull

monotony of such a life would be an extreme torture to him, and it seems next to criminal to have him face such a sad proposition. The correspondent from Wellsville, Ohio, in the April CONDUCTOR, very clearly defined the sad situation when he referred to this unfortunate and disabled conductors' wife as "Mother." No, we don't want our old conductors torn from ties that are sacred and dear, and we never want them taken from "Mother!" We want our conductors to keep the old and disabled ones at home in the midst of their families, and give them their personal attention. We feel inclined to conform to the idea of the Irishman who, when attending divine service, and while the collection was being taken up, the minister explained that this collection was for the Lord. The Irishman thrust his hands back into his pockets, and with the usual Irish epithet, he assured the minister that he would rather hand it to the Lord in person! So keep your old conductors with you. Have them attend the Division meetings. Let them feel that you need their presence there. Talk to them of the grand teachings of the Order. Talk to them of the great modern improvements in railroading.

Talk railroading to him; that is what he wants to hear. He is at home then, and there is no keep off the grass sign up, either, to loom up and jeopardize him. He knows, too, that he can "spit on the cat" three times a day if he wishes. Tell him, too, of all your dead head trips, about doubling the hills, and about running around some of the boys, and you almost make him believe he is still on the road. Look after him personally. It should by all means prove a pleasant duty to you, and should be ample compensation to you to realize that you still have him in the midst of hearts that throb and thrill for him, and always at home with mother.

A small feature connected with our work and a strenuous one, too, I am constrained to fear, is our birthday penny bank. Come to think about it, I don't believe I dropped in my thirty-odd pennies last year, but guess I shall have to submit to the inevitable and pay up all right, this year. Fact is, though, I don't believe I want to get old fast enough to have a birthday every year.

Best wishes to O. R. C. and love to all Auxiliaries.
Birmingham, Ala. Mrs. B. A. COOPER.

Editor Railway Conductor:

Harbor Division was ushered into existence Sunday, April 31st, by District Deputy Hutchinson, assisted by Sister Perkins, of Manhattan Division, New York, with twenty-four charter members and prospects of increasing the membership to thirty before the charter closes. There were about one hundred and fifty visitors, coming from New York, Boston, Providence and New Haven. We listened to interesting speeches from Brothers Wall, Spafford, Cruickshank and others. Brother Newell presented Sister Hutchinson with a bouquet of carnations. Our President, Sister Joseph, was not with us as the Grim Reaper had visited her family.

Our meetings will be held in Unity Hall, Main Street, the second and fourth Tuesdays, at 2 p. m. New London, Conn. Mrs. H. M. DARLING.

Editor Railway Conductor:

No doubt you think Afteryou Division No. 65 is dead and buried long ago—but you are mistaken for we are very much alive. The only trouble has been that our correspondent is left handed and has just accomplished the difficult feat of writing.

We have a very nice Auxiliary of 27 members and meet every first and third Friday of the month. After meetings we enjoy a social hour; each member taking turns to provide the entertainment for the hour. We never know just what we are going to get, so we are always anxious to go to meeting to see what is in store for us.

We have just had our "Experience Social", each member earning a dollar, and giving their experience how they earned it. We made a neat little sum and enjoyed the social very much.

Now, Mr. Editor, kindly publish this letter in your next issue for the wrath of the fair Sisters is about to fall on my poor unprotected head, then I may never be able to write again.

Fond du Lac, Wis. CORRESPONDENT.

Editor Railway Conductor:

I find the office of correspondent will be no sinecure if I attempt to chronicle all the eventful happenings of Division 100. But as we have so many absent members who are always eager for news of the home Division I will try and record the more important events.

With Grand Division meeting so near, and the usual summer trips so near at hand, every day and hour seems crowded to its utmost.

Our Division meetings are well attended and we are adding new members nearly every meeting.

Sunday, May 5th, No. 1, O. R. C., invited Division 100, L. A. to O. R. C. to join them in dedicating their new hall. We were delightfully surprised to have with us our Grand President, Sister Moore, who gave us a very delightful talk.

On behalf of No. 1, Major Ray presented our President, Sister Sewell, with a beautiful box of flowers, which she accepted in her usual happy way and in turn shared with the other ladies. Personally I was very much pleased to meet Editor Kellogg, who, in his remarks, removed from our minds the idea that he was a remorseless monster, who sat in state in the Editorial chair, deriving great pleasure

in Blue penciling and mutilating our poor little productions until we sometimes fail to recognize the "children of our brain." But that he works only for the good of the Order, and tries to educate, and give the readers only items of general interest.

After the program and remarks a generous collation was served, and I am sure I voice the sentiments of all present when I say we hope to have more affairs of this kind, as I think they serve to unite us more closely together; "In union there is strength."

Our club is proving a great success. We meet the first Friday in each month. Two or more join in serving a light lunch from 12 till 2, after which a short entertainment is provided, followed by general conversation and we find the afternoon has passed all too swiftly. We also have our semi-monthly sewing bees for our bazaar and I believe are progressing finely. A nominal price of 10 cents is charged for luncheon by hostess. But I want to say for the benefit of those who have not yet attended, there is never any change coming to you; our genial secretary calmly appropriates whatever is handed her, be it dimes or dollars, with such a beaming smile and such cordial thanks, that you quickly smother your surprise and mentally consign the balance due to incidental expenses.

With a cordial invitation to all Sisters to visit us if they come to our city, and a wish that all may attend the Grand Division meeting who desire to do so.

MRS. A. E. COATES.

Chicago, Ill.

Editor Railway Conductor:

My! how fast the time flies. Another three months has rolled into eternity. I wonder how many of Battle Creek Division 230, have lived up to the Constitution? Have we had a good excuse every time we have been absent from the meetings? How much we might encourage our President if only all of us would turn out at every meeting.

It is nearing our first anniversary and I will tell you how we celebrated in my next letter. We hope we will be even more successful in the coming year than in the past one. But we have no reason to complain as all our undertakings have been crowned with success.

The cold, bleak winter has passed. The beautiful springtime is here at last, with its warm rays of sunshine and singing birds. Summer time is near and we contemplate many pleasant outings for our Auxiliary.

I must tell you about one of our most auspicious social events. We entertained the L. A. to the B. R. T. the G. I. A. to the B. L. E. and the L. A. to the B. of L. F. together with their husbands and of course, we could not leave out our conductors. The hall was attractively arranged for the happy occasion. Pleasant sociability prevailed throughout the evening, supplemented by various diversions, including a card contest. Fully one hundred guests joined in the festivities and partook of an elegant banquet, which was spread during the evening. While the guests lingered at the tables, an informal program of toasts was presented.

Another one of our social functions was a variety shower on Sister Tracy. It was held after one

of our regular meetings. The usual business session opened the program and this disposed of, we turned our attention to social diversions. A delicious luncheon was served, the dining room being decorated with cupids and bells, typical of the approaching marriage of our Sister. She was remembered with many useful gifts.

We had with us at one of our meetings, Sister Cochran of Granger Division No. 90, Jackson, Mich. We always enjoy the calls of our Sisters and you must remember, our latch-string is always out.

A short time ago the Angel of Death entered the home of Brother and Sister C. W. Cady, and took their dear little daughter, Marguerite, who was nearly four years old.

Since my last letter there has been a good deal of sickness in the Auxiliary. Several of our Sisters have lost near and dear ones. Our sympathy is extended to all who mourn.

Our lives will be the richer;
And sweeter and better, dears,
For helping one another,
And speaking words of cheer.

Battle Creek, Mich. MRS. H. G. WALWORTH.

Editor Railway Conductor:

I have just read Sister McCall's letter in the April CONDUCTOR and am afraid she was kind of reminding the Iron Queen Division in an off-hand way that it is nearly time to hear from us.

Well, we are still living and taking in new members right along and as the young conductors are getting married one by one, we expect to keep getting more all the time. We have just passed our third anniversary which I think all will say has been pleasant to look back upon with sadness now and then to remind us that it is not all sunshine.

The ore season has just started and the boys expect a very busy time this summer.

Two Harbors, Minn. MRS. A. S. ATTER.

Editor Railway Conductor:

So many things have transpired since last you heard from us it is difficult to know just where to begin.

Capital City Division No. 3, has prospered greatly thus far in the new year and done good work which the sisters can be proud of.

We initiated one candidate and have four petitions to be acted on; one Sister by transfer card. Our goat had his rest and I believe he will think he is working over-time and make a kick—this is our record for four months just passed.

Our meetings have been and are still being well attended (but could be better). We enjoy the time spent in our Division room very much.

While the year has been prosperous and we have enjoyed ourselves in various ways sorrow also comes to us.

We are happy to state that Sister Hunt who has been in delicate health for some time is rapidly improving and it will be but a short time till she will be able to meet with us in our Division room.

We have all been busy of late as house-cleaning and hunting has taken up the greater part of our time, but as the season is very near over with

may our interest turn toward the good we can do for the good of the Order, and if everyone will try and do a little we will make a great success. Let's all do something and do it from the heart. Our social committee is trying to do its part so, Sisters, let's all turn out and give them a helping hand for without our help they can do nothing. We are very grateful to Sisters Condon, Cowser and Shepard for prizes donated for card parties and a social given by Sister Soules and social committee.

Sister Wilson, Grand District Deputy officiated at installation of officers at Chillicothe, Ohio, January 10; she also inspected Lima Division No. 27 April 11; Capital City No. 3 was very sorry it could not attend owing to so much housecleaning, for Sister Wilson reports we missed a jolly good time; lots of good things to eat and good music.

Sisters Legget and Miller of Dennison Division visited us in January and Sister Kast of Chillicothe, Ohio, visited us our last meeting on May 2nd. Sisters, we are always glad to see you and the latch is always open so do come again.

It is very gratifying to be able to state from a financial standpoint that Capital City Division No. 3 is on a healthy foundation.

Columbus, Ohio. MRS. J. E. TAYLOR.

Editor Railway Conductor:

On the evening of March thirteenth, during our meeting, we had initiation, taking in two new members. After our meeting refreshments were served, and all enjoyed a social time.

I wonder how some of the Divisions can make money by giving a sociable. We gave one on the 8th of May and I would call it a complete failure.

If the Sisters cannot work in harmony, there is no use in trying to have any kind of an entertainment. Where there are only a few members, as in Volunteer Division No. 123, all ought to try and do their part in any undertaking, in order to make a success of it.

I hope the next time I write I will be able to put in a more interesting letter.

Austin, Minn. MRS. JOE TUCKER.

Editor Railway Conductor:

Queen City Division 138, is still on the move. We are taking in new members at every meeting and they all seem very enthusiastic over the workings of the Division. Sister Fry made some unique suggestions which have become some of the features of the meeting. One is the birthday bank. On the meeting day following a Sister's birthday the Sister has to deposit one cent for each year of her life in the bank.

Those who do not attend the meetings regularly are fined five cents for each meeting; from this we realize a neat little sum.

It is a pleasure to note that this year, for a change we elected our officers at the proper time.

Sister Sullivan, our president, is now entering upon her third term. Too much cannot be said in appreciation of her earnest work in behalf of the Auxiliary. For the past three years she has struggled to get the members to attend the meetings.

When meeting after meeting had to be called off on account of not enough members being present

for a quorum, she never grew disheartened and now she is reaping the fruits of her struggles, viz.: "The most popular President of one of the most flourishing Auxiliaries."

We are giving a series of Euchres at the members' houses. The last one yielded a goodly sum and seemed to have been thoroughly enjoyed. For further particulars ask Sister Frey. She will in all probability be in Memphis. One of our former members whom we greatly miss is Sister Connor of Columbus Division. At our last social the conductors, several of the members were speaking of her and wishing she was back again in Queen City Division..

MRS. L. B. GRANNEN.

Cincinnati, Ohio.

Editor Railway Conductor:

In looking over the pages of THE CONDUCTOR, which I have done more frequently since I became correspondent, I find much in the letters of the Brothers and Sisters that is both interesting and instructive.

In the March issue a Boston Brother paid a pretty compliment to Mascot Division No. 59, of the same city, which is very well deserved. I think we all have our heroes and workers who are willing to remain in harness and work for the betterment of the Division, whatever may betide. I also think we all have our fault-finders. Oliver Wendell Holmes has well said, "The human race is divided into two classes, those who go ahead and do something, and those who sit and inquire why it wasn't done the other way." As for the slanderer, I fully believe we have not one Sister in our Division who would willingly and knowingly slander another. The slanderer is in my estimation not worth the ink you use in writing him or her up and in reality they can do you no great harm, for our lives show what we are, and "We live for those who love us, for those who know us true."

Our entertainment to be given the eleventh of April is well under way. We have also sent the proceeds of the quilt made by Sister Helmer's mother, a smart intelligent lady of seventy-six years, to the Home for Infirm Railroad Men.

We attended a costume supper given by Mascot Division No. 59, of Boston, March 21st, of which a description would be well worth reading did space permit of writing it up. Certainly the Boston Sisters know how to do things right, and when the Grand Division come to the "city of culture" to hold their convention in 1909, as I most earnestly hope they may, they will meet with a right royal welcome.

We held our first anniversary March 6th with many Brothers and Sisters to visit us. A Sister sat with us that day who has since entered the "great unknown." Her death has cast a gloom over our circle which will take time to erase.

Providence, R. I.

MRS. MARY HURLEY.

Editor Railway Conductor:

Well, we are somewhat green at this business having just started. We organized April 9th, 1907, in one of the worst snow storms of the season.

We started with fifteen members. Our Sisters

from New Haven, Weehawken, New York and Port Jervis came to assist us. We were very glad to see them, but more than glad to welcome our much-loved Sister and District Deputy, Mrs. J. Hutchinson of Manhattan Division, of New York, also Mrs. B. F. Wiltse of Philadelphia. We cannot speak in too high terms of Sister H——, on account of the great interest she has taken in us. To know her is to love her.

The name of our Division is Fernleaf, No. 247.

After our installation cake and coffee was served to about fifty.

We see no reason why we should not advance if every member will attend the meetings regularly and work for its best interests.

Jersey City, N. J.

MRS. N. S. KIMBLE.

Editor Railway Conductor:

Mrs. J. H. Moore Division No. 148, is still in existence, but it is not known by many. It is my duty as well as pleasure for the year 1907 to write you of the progress, prosperity and social diversions of this Division.

The installation of officers was a gala day with us; made it a day for the children. They surely enjoyed it, especially the banquet. The Sisters can do ample justice to such as that if they have a chance. We gave a ball April 1st. It was a grand success, both socially and financially. March 18th the Auxiliary ladies and their husbands went to Brother and Sister Nowell's home with well filled baskets and spent a very pleasant evening with them.

Our goat was worked rather hard last year; hope to do far better in 1907. Have plenty of good material to work on if only they can be interested. Now, Sisters, as warm weather is coming on do not neglect your duty to the Division. Come and be loyal to the Order and see how interesting you will find it.

CORRESPONDENT.

Colorado Springs, Colo.

Editor Railway Conductor:

It is with pleasure that I report Lovenia Clark Division 183 increasing in membership.

This little band of Sisters was organized about three years ago with twenty-four charter members, and having added members from time to time, we now have a membership of thirty.

If every member will make it a self-imposed duty to be present at all the meetings, they would see an amazing difference at our Lodge and I know it is a great deal more encouraging for all officers to have the Sisters all present and respond personally to the roll call.

In January a full corps of earnest and efficient officers were installed. Sister Kelly acting as installing officer and Sister Hunt as marshal, each did her part with grace, great credit to themselves and honor to the Order, thus making the beautiful ceremony of installation very impressive.

Sister Barr then entertained the members of 183 at a card party in honor of the retiring officers. at the same time presenting the Past President, Sister Shull, with a beautiful emblematic pin, after which the hostess served a very elaborate luncheon.

Last month the Sisters were all invited to the

home of Sister McCarthy, each one to bring a thimble and needle, and come prepared to assist in quilting.

The Sisters responded very willingly, knowing it was for a good cause, and in a very short time they had tied the two quilts, which they sent to the Home.

Sister Van Vleck then invited the Sisters to her home to complete the afternoon. When they arrived they were received by Sisters Van Vleck, McCarthy and Larden, then ushered into the dining room—such a surprise! The table was beautifully decorated and the spread was indeed tempting, most of us were speechless for a time, but were soon at work and know we all did ample justice to the feast.

We have had a great many of our number on the sick list this winter, and am sorry to say our President, Sister Sornberger, has been very ill, but hope and pray she will be with us in a short time.

Brother and Sister Bemis are rejoicing over the arrival of another young conductor at their home, they are to be congratulated—just what we need in our order.

Waterloo, Ia.

MRS. F. R. COOLEY.

Editor Railway Conductor:

I will again endeavor to contribute a few lines from our Division. We have had several initiations recently with still more to follow. We are always delighted to welcome new members and wish every conductor's wife would feel that it is a duty she owes her husband to be a member of the L. A. to the O. R. C. We are hindered a great deal by so many of our Sisters moving away, but nevertheless we have a very flourishing and prosperous Division. Our sympathy goes out to the Sisters and Brothers who have been sick. I wonder if all the Sisters and Brothers enjoy reading THE RAILWAY CONDUCTOR as well as I do, and if they, like myself, so much rather read the letters of others than write? Well, I guess yes, from the looks of the correspondence in last month's issue. Was glad to see the letters from Burns Division 131.

Sheridan Wyo.

MRS. IDA JOHNSON.

Editor Railway Conductor:

Division 93 is prospering. We are having applications for new members quite often.

Our installation of officers took place on January 4th. Our Sister, Mrs. W. N. Drake, General Secretary of Fraternal Beneficiary Association of Mascot Division 59, was present and did the work of the Order in a beautiful manner, thus reaping great credit to herself. Most surely Sister Drake has got her part as Installing officer perfected and also makes a very efficient Grand Secretary of Insurance as well.

On January 8, Division 93 accepted an invitation to be present with 59, for the purpose of seeing the Officers of Mascot Division installed. Am sorry to say so few of our Sisters accepted the invitation but those who were so fortunate as to be present at that particular occasion should store up some very valuable knowledge on the work of the Order in that line.

Sister Drake was installing officer and she was

most ably assisted by Sister Lowe of Pine Cone Division of Portland, Maine, and as both Sisters have a very gracious and charming manner everything from beginning to end was perfection itself and I think your correspondent can speak with authority that, taken all in all it was the most perfect ceremony of the Order that it has been her privilege to witness for sometime.

After the exercises were over we were entertained at banquet and socially in that excellent manner that Mascot always showers us with. How can we help saying in our minds, "Wonder how soon we will get another invitation," when we bid adieu to each other we all felt that we had been wonderfully blessed by having the privilege of being with them.

I must mention Sister Drake's very eloquent letter on insurance for the Sisters in the last Conductor. It was a very able and instructive letter and right to the point. Wish all the Sisters might have an insurance.

But what about those Sisters that trained in Dr. Osler's company or were about old enough to join his ranks before they had the privilege of getting insured in the L. A. to O. R. C.

Concord, N. H.

MRS. ALVIN B. COLE.

Editor Railway Conductor:

Build me straight, O, worthy Master,
Staunch and strong, a goodly vessel
That shall laugh at all disaster,

And with waves and whirlwind wrestle.

—Henry W. Longfellow.

By this time the delegates and visitors to the convention at Memphis, Tenn., have set their sails towards the haven of home, where awaits them loving greetings. Let us hope they have wrestled with a strong will to make our Auxiliary still more perfect so that any one who enters its golden door shall say they are blessed indeed.

I have just received papers from Memphis and every word of convention news was read with great pleasure. Will take the bell cord and read them at Division meeting next Tuesday. Was sorry Grand President, Sister Moore, had been ill and how good to know she was able to again occupy her chair before convention closed.

Grand Junior Sister Hughes had a regular triumphal journey from Portland to the convention city. They were met at Ellensburg by a delegation of Sisters headed by Sister Mooney and an elaborate lunch was given them. They thought Sisters Crocker and Veatch were in Mrs. T. D. Hughes' party. Mrs. Veatch went earlier as her husband had to be at Memphis by the sixth. Mrs. and Mr. Crocker, our delegate and husband, went later. Mrs. Hughes said she was called the mother of Oregon Division No. 91, and while she was gone she would let Mrs. Howland be our step-mother.

Spokane Division No. 222, called a special meeting and Grand Junior Sister Hughes inspected it. She says they have a nice Division and do their work well. After the meeting they tendered her a banquet at the finest restaurant in Spokane, called the Davenport. It was served in the Peacock room and this is almost a marble palace.

Our roses are most beautiful just now; wish we could send a basket of them to the patient editor, but think they would be sadly faded by the time they reached Cedar Rapids. [The thought is very sweet, even if the roses could not be sent.—Ed.]

Sister Brown was sick in the hospital and was out but a few days when she lost one of her sisters by death. Our sympathy goes out to her in her bereavement.

Sister Hogan, T. S., was called to the bedside of her sick mother. We hope for a speedy recovery. We had a very successful bazaar last winter; the proceeds netted us fifty-five dollars. We are thinking seriously of holding another one this fall and we won't belike Rufus Rastus Johnson Brown, for we will have money when the rent comes round.

I read such a good letter from Boston in the May CONDUCTOR. If they don't get the next convention it is no fault of the scribes.

Sisters Young and Crew jointly entertained the Auxiliary the 17th of March; the favors were small green plates and on these was a crawfish. The invitations were also unique, being small green train orders, issued from different departments, from the medical (which, by the way, was issued to a bridal couple), to the pleasure department, which yours truly received. I hope more original parties will follow.

Thought I could get out of writing this year but could not withstand the blandishments of the Sisters, so herewith I bequeath to you all, dear readers, long life and prosperity.

Portland, Ore.

MRS. FRANK WIEDEN.

Editor Railway Conductor:

Perhaps there was some pity to be showered on me for unlike Sister Miller of Division 189, I have started communications, but in vain have Brothers and Sisters looked for something from Division 93 in April and May CONDUCTORS.

Well, here goes; "if at first you don't succeed, try, try again", was what our dear old teachers taught us years ago. Merrimack Division is all alive and prospering very well. We have had our meetings regularly and they have been well attended.

We are making plans for a fair in the near future, also talking up our annual outing.

Since a letter was printed in THE CONDUCTOR from your correspondent, death has entered the home of Brother Smith at Woodsville, N. H., and taken her beloved husband away, also Sister and Brother Henry Mann lost their beloved daughter.

Our Sister, Mrs. Melvin Mann is attending Grand Division. Sorry to say Sister Mann was obliged to go west this time without her dear husband. He was off trying one of the long runs under the new schedule and the dear old boys are all standing up brave as possible, with the shaking up and change they all got in their old runs April 1st. All but Brother Follansbee got a big change. Perhaps it's well to have one Rhode Island Red Rooster left in Division 335 that can

crow long and loud. But Brother Jerry must not vociferate too long and loud.

Memorial Day will soon be here. We all have tender memories to cherish, for so many dear friends that have passed to the great beyond. It is always better to scatter flowers for the living ones, but so long as they have gone from us we should not forget the graves of the loved ones. One little flower may help us renew our good resolutions and strengthen our courage and help us to act in this life's great battle with greater courage and vigor. We must let memory work as of old and remember and reverence all the good and beautiful things in our loved one's gone, and forget the sad, unfortunate deeds. Scatter roses on their graves and breath a prayer that we may all meet beyond the river, when the surges cease to roll. What a happy meeting to all be united in that heavenly land again, and oh, how sad to think of some being left out.

We will not forget to mention the beloved lady and idol of the nation who so recently has been called home to rest and be united with her noble husband, President McKinley. May the example of both be a landmark and beacon light for us all. Brothers and Sisters.

Have read with a great deal of interest the letter of Brother C. E. Graves of Boston, Mass. I am with him in the belief, "Put your best into life."

Our thoughts, if good, pure and heavenly can not fail to make us happy, while the sad, woe-begone thoughts tear down and destroy this earthly casket that God gave us to contain the soul what little while we stay in this world. We learn this fact by sorrow and sadness when, as a rule, the best part of our existence has gone like dew before the sun. Health, solid good health, is what we all want and what many of us may have, if not all. Look at the perfect form of man or woman and then compare with the other side. Poor, sick, forlorn, discouraged and forsaken, to all appearances this world has no rest for them. While the first in question is like what Ella Wheeler Wilcox would have us and have us do. "Laugh, and the world laughs with you;"

If the editor will allow me, I would just like to mention a word in connection with the new idea of our grand old Boston & Maine railroad system changing hands, or rather going into the control of the New York, New Haven, and Hartford R. R. We want the deal to be directly opposite. We say "Long live the Boston & Maine railroad system, President Tuttle and his associate officers, and we pray that the outcome will be a through line from the Atlantic to the Pacific oceans. With the noble and majestic name of the Boston & Maine Royal White Line railroad system stamped for ages to come on the new time card."

We have just read of our next Grand Division session to be held in Boston, Mass., in 1909. A very cordial welcome is awaiting the Western and Southern Brothers and Sisters from your Eastern friends, and judging from the past generosity and courteous treatment awaits you one and all.

Concord, N. H.

MRS. ALVIN B. COLB.



FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

Far across the tropical neck of land known as the Isthmus of Tehauntepec a group of old timers await the coming of a Pacific mail liner, which will bear them far down the Pacific, past the equator, and up the Gulf of Guyaquil, to the harbor of Guyaquil, Ecuador: to go to work for the Guyaquil & Quito railway. Guyaquil is the principal port of Ecuador, and the translated definition of which means The Tongue of Hell, a city of 50,000 at the foot of the Andes Mountains, about 165 miles toward Quito the capital of Ecuador, a city of 80,000, about 270 miles north east of Guyaquil and is situated almost directly on the equator. This is known as the most mountainous railroad in the world, 49 miles of which has an average grade of from $5\frac{1}{4}\%$ to 6% . There are three switch-backs and in a great many places if a train should get beyond control there is no place to get off without going "straight up", and the company refuses to furnish parachutes. This piece of road has been named by old timers who have escaped with their lives "the slaughter house." The road is in the course of construction and there is still about 100 miles more to build to reach Quito. This road passes within sight of the following three volcanos: Pichincha, 18041 feet, about 30 miles southwest of Quito; Antisana, 18,885 feet, about 60 miles south east of Quito; Cotopaxi, 19180 feet. This is the most active volcano in the world. About 130 miles south of Quito, is Chimborazo, 20,660 feet, the highest point in this vicinity. The western terminal is situated at Duran, across the river north of Guyaquil.

Salina Cruz, where we are awaiting the steamer, is the first railway seaport south of Guymas. Any vessel afloat can enter the harbor. The jetty which has been in the course of construction for about 15 years, is almost completed. Salina Cruz also boasts the second largest dry dock in the world. It is situated between two hills and is completed with the exception of dredging the channel from the Gulf of Tehauntepec to the entrance of the dock. This is a first-class dock in every respect and has been built to handle any vessel afloat. Salina

Cruz is the western terminal of the F. C. N. T. (Ferrocarril National Tehauntepec—Ferrocarril in Spanish is railroad. The American term would be Tehauntepec National Railway.).

This road extends from Coatzacoalcas on the Gulf of Campeche to Salina Cruz, 303 kilometers. This is the shortest route from coast to coast on the North American continent. This road has been entirely re-constructed and was completed but a short time ago and is owned entirely by the Mexican Government. President Diaz and party was present at the opening ceremonies which took place at Salina Cruz, January 23, 1907, and at Coatzacoalcas January 25, 1907. There are nine crews here at present in the freight service and three passenger crews. The boys are making good money here at present, about \$375.00, (Mex.) but as they depend entirely upon transportation of steamer freight across the Isthmus, business fluctuates considerably, and my advice to any Brothers looking for an office who can possible work in the dear old domain of Uncle Sammy, is to steer clear of this part of Mexico, for it is very unhealthy at nearly all points on the Isthmus. Lots of yellow fever and malaria; and Brothers, if you should make up your minds at any time to take a trip to this part of the world, don't forget you will never find any meals here like mother used to cook.

We witnessed a neat little tie up the other day in this land of the Marana on the Tehauntepec National, which will illustrate to all concerned what they must expect should it be their ill luck to ever go to work here: Brother Ben Ver Bryke, of Division 149, had the ill luck to overlook his hand a short time ago, causing a head end collision resulting in but slight damage to company property and no serious injury to train crews. After the wreck was cleared he went to Rincon Antonio, a division point for local crews, and also where the shops and general offices are located. After arriving there he was informed by Superintendent Cartwright that he wished him to return to the town of Tehauntepec, 80 kilometers west of Rincon Antonio, as they wished him to be present at the investigation regarding the wreck, with the assurance that they

desired him to be present at the investigation and to sign some papers and nothing more. After attending the investigation as desired, he went to his hotel that evening and the next morning he was arrested and thrown into a Mexican jail and one who has not had that experience cannot realize the horrors of a Mexican dungeon. The charge against him was that there was a car in his train with broken seals. In relating his experience Brother VerBryke stated that he was treated shamefully—they even attempted to rob him of his watch. The officials made no attempt to assist him to regain his liberty, and after being in jail for six days his fellow workmen made a formal request of Mr. Galbraith, the general manager, for his liberation, but he seemed to take but little interest in the matter, so the conductors and enginemen resigned to a man. (The laws of Mexico prevent striking.) When the official saw the attitude of the employes the general manager, who was in Salina Cruz at the time, ordered a special to take him to Tehauntepec, where Brother VerBryke was in durance *vile*. The men volunteered to take him on his enforced errand of mercy, but no farther. At any rate early the next morning Brother Van Bryke showed up in Salina Cruz, but little the worse for his experience. The tieup was ended for the time being, and the men were all allowed to return to work with the exception of "Speedy" Ward, a passenger conductor; the oldest passenger conductor in the employ of the Tehauntepec National. The officials refused to allow him to return to work and the employes again went out, so Brother Ward resumed his run the following morning.

Our little party is in charge of Superintendent R. I. Craig, formerly superintendent of the Torreon division of the Mexican Central railway. There is 10 in the party including our big and genial leader, who is as big as he is good; 6 feet 2 inches; and weighs 230 pounds; a more fitting man could not been have chosen for this position, for he is beloved by his employes and also by all with whom



From right to left—W. J. Heslop, Div. 124, O. R. C.; A. McQuaig, Div. 124, O. R. C.; George Martin, Div. 364, O. R. C.; H. L. Woodward, B. L. F. 443; O. Miller, I. A. M. 167; R. J. Lokey, B. L. F. 426; Supt. R. I. Craig, Div. 436, O. R. C.; B. P. McCullough, B. L. E. 573; T. Barber, S. U. N. A. 88.

he associates. Everyone in the party is included in this picture, with the exception of L. Bourgeois, who is a member of No. 80, of the B. R. T. He was fishing at the time or he would have been included in the group. There are five conductors and four enginemen. We have had rather hard luck as we missed a steamer of the Kosmos line for Panama. Our steamer will touch here on the 27th for Panama. We will likely lay over in Panama for a couple of days as we all wish to go across the Isthmus of Panama and take a look at "Teddy's" ditch.

Panama is about half the distance from Salina Cruz to Guayaquil and we expect to be on the water about 25 days. We will be full-fledged "sea dogs" by the time we reach our final destination.

When we leave here we bid farewell to the outside world for some time to come. But Ecuador is comparatively an undeveloped region and is said by experienced mining men to be one of the best mining countries in South America. So as the old adage says, "Nothing venture, nothing gain."

I am not trying to monopolize all the space in *THE CONDUCTOR*, but would be greatly pleased if you would print this article for it will undoubtedly be some time before I trouble you again and also before I get a chance to see a *CONDUCTOR*. We will now bid good bye to all our friends and Brothers and I will after arrival write an article to *THE CONDUCTOR* regarding the conditions existing in our future home. Adois.

W. J. HESLOP.

Salina Cruz, Oaxaca, Mexico.

Editor Railway Conductor:

Very few members of the Order in service today have time to give serious and deserving thought to the future. Whether through pressure of business, or lack of interest, old age finds us when we awake with surprise, at the rapidity with which it has overtaken us, in not a few cases it finds us both physically and financially unable to provide longer for ourselves, and those that may still be dependent upon us. It is with a tender heart, and a moist eye we think of the old folks cast adrift upon the ebb-tide of life. So if it is worthy of thought I am sure it is worthy of action, and if we can and will act let us do it now.

Let us be up and doing then before it is too late. Let us provide for every emergency, even though the possibility may be very remote in our judgment for our ever coming to the limit of our resources.

While I have no fault to find with the home for railroad men, I am very much in favor of a Home established and maintained by the Order, for aged and disabled conductors, and their families.

It should be centrally located, and due consideration given to location in the point of economy. Climate and extremes of temperature should be carefully considered in fixing the location of the Home.

My idea would be to create a fund, for the purchase and maintenance of the Home, by a monthly or yearly assessment of each member of the Order. This would be in the form of an investment, and no member need feel there was any charity feature in connection with him, and his family going to the Home, for if he has paid his assessment, is he not a joint owner of the institution?

The writer has not overlooked the fact that there are but very few applicants at the Home from the ranks of our Order, however, it is fair to assume that there would be more even now, if certain objections were removed. The joint ownership idea would in a great measure overcome the principal objection.

Then on the other hand, our Order isn't very old. The membership hasn't had time to age. In addition to this our membership is increasing every day, and it is quite likely we will find conditions considerably changed ten or fifteen years hence.

Is it not well in view of these facts, to be prepared to meet the obligations of the future? Let us establish this fund, let us start it at any rate, and we will not miss the small amount we are called upon to pay at each assessment.

Let us hear from some of the more able Brothers on this subject, and awaken an interest among the membership in behalf of this proposition.

Division No. 3 is doing nicely at this writing, some new members going in all the time, and several in prospect.

Do not fail to visit No. 3 if you chance to be in town on meeting day, we will do all we can to make you feel at home.

St. Louis, Mo.

A. L. HEADLEY.

Editor Railway Conductor:

In looking over the letters in the April CONDUCTOR I find that three Brother touch upon the Burial Fund which appeared in the February issue and in the article as written, the author thought he looked before he leaped, never thinking for a moment that a subject so grave would be made the butt of ridicule or be burlesqued by any one. The subject does not permit of any levity, jest, tomfoolery of buffoonery, and to the contrary should be carefully considered. We all, some day, will be called to that Great Beyond to give an account of our stewardship whilst on this mundane sphere. And now, at each milestone as we pass, those of us after having turned the point and are now in the sere and yellow leaf, give more thought to that last day when Gabriel blows his horn. How many are there that have not been so fortunate, or so wise and have been unable to lay aside enough to buy a farm or learned to drive mules? Many have honestly tried, yet have failed, others of that careless and indifferent sort have not even given it a passing thought, yet the grave awaits us all.

We occasionally find some old "Codger" from West Virginia that has been on earth since just after the hard wind in Ireland, that has been of that careful turn of mind, and of that farsightedness whereby he laid away the dollars and bought him a farm. Arrah there, me Cushla! True, many have only themselves to blame, and again, hundreds have been unfortunate. How many of us can drive mules? "Si" has been trying to drive Maud for a long time, and if the general run of mules are like Maud, I won't be able to hold the job when I finally "lose out" in railway service. And I as yet, have no farm, none of us in Mexico can look ahead to a time when we may be pensioned; we are like the rolling stone and have gathered no moss. We were in a fair way to gather this moss in 1893 in the northwest, where the

"Stuffed Prophet" gave that "Solar Plexus" Free Trade message, and hundreds went "broke." Fortune has not smiled upon us since, and we have remained "broke"; neither did we try to bust the alluring "Jack pot." Ah, here is where I am interested. The Brother from Grafton, West Virginia, suggests that a levy be made on the 17th of March to create a matrimonial bureau. This is good; count me in on that, but I object to the divorce clause. Could it be my fortune to catch a widow with a farm, how nice.

I very much appreciate the remarks from Division 480. The Brother agrees with me and I with him, with this exception: I want to overcome the demand made on the widow and orphans or beneficiary, and as was stated in the February letter, draw upon the General Burial Fund. This Fund to be entirely distinct and separate from the Relief Fund. I am not conversant with the workings of the funeral Reform Association mentioned by Brother Thieman in the April CONDUCTOR. I can understand, of course, that a Division can and will take care of its own by such an association, but how will it be with us in Mexico where the wandering Brother, having "lost out" in the United States, is taken ill, dies. He not having sufficient funds at the time; the Division in whose jurisdiction he dies, buries him, and his Division has no Funeral Reform Association, then his own Division declines to reimburse the Division that has performed the last sad rites, and the beneficiary also refuses. Conditions like this very seldom (I am inclined to believe) are met with in the east and south of the United States. But Mexico is the natural field for all the wanderers, and in consequence the Divisions in Mexico are oftener called upon than are the Divisions in the staid and settled east and south. Therefore, as we draw from north, south, east and west, we feel that if all would contribute towards a Burial Fund, the burden becomes light and each and every member in the Order then would feel that a deceased Brother would receive a fitting interment wherever death may overtake him, and where there is a Division of the Order. This will overcome the hardship as is now experienced by the Divisions in Mexico.

It will in like manner affect a Division in the United States whose membership may be few; this small Division may, also be without a Burial Reform Association, and should the small Division be asked to reimburse, or feel obliged to reimburse some other division, it would be hard hit, whereas an assessment levied against 40,000 members would not be felt; it would be a mere bagatelle.

I do not believe that the letters in THE CONDUCTOR of May will arrive in time for perusal by the delegates at Grand Division, and even if so, the delegates will be too busy. It looks as if all former junketing is to be "cut out" and business will be done in earnest. The many good measures that will come before this convention, if all are acted upon, there will be but little work for the next triennial or quadriennial Grand Division to do.

I look for the Brother from Grafton, West Virginia, to jump on Brother Jirdinston and Member Division 480, and others who advocate going into the manufacturing of goods, banking, accident insurance, electric railways, etc.; he has also jumped

on Brother Osborne. By all means allow the Relief Fund to be doubled, let's provide a little better for the unfortunate Brother and his good wife whom misfortune has overtaken and in consequence have no farm of their own to go to. They may not have been blessed with good sons and daughters to look to their care and protect them in their decline.

By the way, Brother Farrell, Pocatello, Idaho, hits the nail square on the head. By all means eliminate all except the obligation. The rest of it is entirely too much "monkey work." When I see it carried out I have a "cold creep" running up and down my back. Eliminate it, Brother Delegates, by all means.

"Mientras, hasta leugo."

EL BURLOW.

Mexico City, Mexico.

Editor Railway Conductor:

Division 482 is doing as nicely as could be expected; latch-string always out.

We have a fine set of Brothers here, and they make you feel at home among them.

I will do all I can in keeping up my end of letting our Brothers know something about Dixie in the near future.

C. L. STAHL.

Cedartown, Ga.

Editor Railway Conductor:

Since my last letter to THE CONDUCTOR, two more old veteran conductors of the N. Y., N. H. & H. R. have been retired on a pension, both of whom were members of the O. R. C. Brother Lyman of Division 157, who was 70 years of age, and ran a passenger train on the Taunton division, out of Lowell, Mass., being retired April 1, 1907. And Brother Alpha E. Davis of Division 237, who was 76 years of age, and ran a passenger train out of Norwich, Conn., on the Norwich branch of the Shore Line division, being retired May 1, 1907. Both Brothers have our heartiest good wishes for their future welfare, and sincerely hope they may live long to enjoy their well earned vacation. As the amount of the pension allowed, is strictly a personal transaction between pensioner and the company it is not commonly known just what they receive, but it is generally conceded to be a little less than the average cost per month of our members in the Highland Park Home last year. Now, if the cost of maintaining our members in the Home last year average \$36.70 per month, could we not, without extra assessment, pension a Brother similarly situated, for a like amount, thereby allowing him to stay among his friends and with his family. It is my opinion that if the entire membership were polled, it would result in a nine-tenths vote to create a pension fund large enough to allow of this, even if an assessment of one or two dollars a year more were necessary. As a business proposition, I should be perfectly willing to pay four dollars a year for the assurance that when I am unable to earn my own living, I have a pension coming of nine or ten dollars a week, that is mine, by reason of my having paid for it, and therefore, no charity attached. Think it over, Brothers. Would you be willing to put one cent in the box each day, and at the end of the month

throw in three extra ones to fill out the balance, for the sake of having something coming in your old age?

Division 500 is booming and has a good attendance at the meetings, and as the membership is composed chiefly of young men, the majority of whom, take an active interest in the business of the Division, the meetings are sure to be lively.

At the last meeting Brother Jerry Wall of No. 317, (500's father) was present, and as he is also chairman of our G. G. C. and attended the meeting of General Chairmen at Buffalo, he was well qualified to explain the intents and purposes of the new association, and it seems to us that the association is going to fill a long felt want in this territory, as it follows the "get to gether" lines, and will, in all probability, shorten the long and tedious sessions of the G. G. C. with the general managers and consequently lessen the attendant assessments. The G. G. C. for the C. V. R. R. has been requested to prepare a new schedule, and we all hope that they may better their condition to a considerable extent, as they are by far the poorest paid conductors in this section.

E. W. W.

New London, Conn.

Editor Railway Conductor:

I must register this bunch at our April meeting: G. C. C. A. B. Garretson, Dept. G. C. C. S. D. Berry, G. S. C. E. P. Curtis, G. Jr. C. W. M. Clark, S. D. Sughru of 113, W. M. Wilson, 89, J. C. Turner 175, E. E. Layman 377, A. Lindesky 182.

On March 27, Brother E. B. Ordway of No. 52, was killed in the C. & E. I. yards at Dalton, and Brother Hendricks of 169 was injured while chaining up cars. Brother Hendricks was cared for at Englewood Hospital. Division No. 1 sent Brother John White to Port Jervis with the remains of Brother Ordway.

Brother J. P. Heil of 103 was found dead here in the city and very timely a member of No. 1 got on to the situation and saved him from an unknown pauper's grave. No. 1 sent the remains in care of Brother T. S. Hayes to Indianapolis, where they were given Christian burial. We of No. 1 try to lead the lives we profess and thus honor ourselves as well as our Order and the community in which we live. At our last meeting we met in our new hall on the 17th floor. Present ye editor, C. D. Kellogg, who made a hit by his nice little speech—by the way, I think he and our secretary had a cold bottle or else a hot bird at their former meeting as they are both boosters—for more salary. Laying jokes aside they both fill the bill and make good. Brother W. Copey of 103, whose quill we find flows in our columns occasionally was present and made us an interesting speech. After meeting the White City Division of the Ladies' Auxiliary headed by Mrs. Moore, accompanied with a fine quartet of male voices and Misses Flora McGill and Helen Axe Brown of Valparaiso, Ind. We were entertained with speeches, vocal, and instrumental music and then what catches Hot Tomales, a fine lunch. Brother B. B. Ray, who leaves us July 1 for two years in the Philippines, presented a fine boy of roses to Mrs. Sewell, the President of White City Division accompanied by one of his own pleasant speeches. The 400 present all

expressed themselves as having passed a very pleasant afternoon. We hope for many returns of the same.

We met Brother John Holly the other day. Had not seen him since he left the Friendly Hand in 1884.

I wish to call Brother Elliott on the heavy lines in his letter in April. The liquor question, as far as the Order of Railway Conductors is concerned is a dead one. Why? It should never have been mentioned in our laws. The law of unbecoming conduct is broad enough to cover it all. I will cite you to the Toronto session of the Grand Division and to the Detroit session and if the Grand Division lacks the moral courage you speak of, don't think we in the subordinate Divisions will act. Your idea of Paid General Chairman is all right. I find a great many members forinist the nine months a year loaf job. The same is giving those in yard service a run for their money. I would ask you to outline your ideas as to how to do justice to our members who are in yard service—what laws would you propose? Don't you think an employment bureau is needed for our traveling fraternity?

It is pleasing to read that our old friend C. A. Millard, "Yellow best," is alive. Cal, is your pen worn out or can you not see to write? We want to hear from you through the columns of THE CONDUCTOR. Brother J. D. Rushmore's letter is fine; Rush us some more just like it. Lots of the boys need to read just such so they may live the lives they profess. The idea advanced by W. F. Heckell of Oakland, Calif., is a capital one. The Paid Chairman, I believe, is doomed and his substitute for more General Office men will accomplish better results—providing it is not used for politics.

My good Brother, Veritas, of Louisville, has written a letter to which I must reply. Your advice is too socialistic. My think box is normal and my gray matter is grayer, my bearings are all right and I know where I am at. Read Brother D. E. Hasey of St. Paul. A waste of time to discuss federation, he says, and gives the truth as his reasons. I am of the same opinion. First, direct legislation that will stand the supreme court is what we want. Don't it jar you to think with as many lawyers as we have in our law making bodies that they could make laws that would stand. Study the Wisconsin idea, it is all right.

To your second impracticable idea, why not affiliate with Mr. Gompers' organization? When the Switchmen the Sec of N. A. were here in Chicago last November I learned why the General Managers recognized them. It was on account of their being allied to the Gompers Federation. I suppose you read the journals of the B. of R. T. and the Sec of N. A. and are aware of the friction that exists.

Our paid officers we care for and no threats of dismissal or black list apply to them and they should write such articles and express such ideas through our columns and get their ear to the ground and listen. I believe like I feel personally—we write for the defense and elevation of organized railroad men and are sincere in what we write. I am going to sit up on my perch and sincerely believe that

federation is not the panacea. Universal education—and find the general to command what forces we have—the miners have one and there surely is one among our 25,000 conductors who can make good. Here comes out a letter from Elmira, about the expense of the Order. If we are to be exploited let us take the \$100,000 protective fund and either own our own general office building, and I think Cedar Rapids should give it to us, or else put it to the reserve fund of our insurance. Let us see what the bunch does for us at Memphis. See if a good deal more prosperity hits the boys in the trenches. I do not see why you do not appear at Memphis with your platform that you consider practical and let our representative talent pass upon it and let them say whether you are the Moses or carry the shears to cut suspenders with. The Order has increased her salaries two years ago when prosperity first flourished—Let the Grand Division say whether the rank and file have got their share. Watch and see.. MURAT.

Chicago, Ill.

Editor Railway Conductor:

After meeting for several years in a hall that almost made it necessary to connect the C. C. station with the A. C. C. station by telephone and required a megaphone voice sometimes for a speaker to be heard in all parts of the hall, Division 114 has moved into the new and beautiful hall with the best of elevator service, on the 9th floor of the Wabash building at the corner of Perry and Liberty streets, where we hope to meet all Brothers who may be visiting in Pittsburg on the first and third Sunday of the month. Incidentally the above careful description of the location of our new meeting place and the time may help some of our own members to find the Division room, which it seems they were not able to do in the old hall, and get around occasionally where they will find a good, first class bunch of hard working Brothers getting traffic through smoothly and effectively. For the good of the Order and more especially for your own good, come around and visit the Division occasionally. Break through your shell and get into the warm sunshine (the temperature gets pretty hot sometimes, but that won't hurt you; the ginger seasoning makes it good) of Division 114 when it is at work.

The aftermath of the reign of terror in some of the western states for some years is a very live topic just at present and inasmuch as the friends of the men accused of being responsible for the murder of ex-Governor Steunenberg of Idaho, are turning heaven and earth to induce organized labor to enthuse in behalf of the accused men or create sentiment and get up popular demonstrations that are intended to intimidate those responsible for the enforcement of the law and prevent a rigid investigation of the facts, and feeling that our Order could not afford to make a mistake on this question, I took up the matter and made as thorough an investigation as my limited facilities would permit, in order that I might assist intelligently in helping to keep the good O. R. C. ship in the right course. After learning all the facts I could, which I hope not only every Order man, but every labor union man who wants to be "right

and just" will do before declaring himself or committing his organization, I find that the Western Federation of Miners, organized at Butte, Mont., in May, 1903, adopted a preamble which, had they lived closely to its declarations of principle would have made it one of the most honored labor organizations in the world. Unfortunately, however, the organization was soon helplessly in the grasp of unscrupulous teachers of anarchy and treason, and their conduct was entirely inconsistent with the requirements of the seventh clause of that preamble, which reads: "To use all honorable means to promote and maintain friendly relations between our employers and ourselves and endeavor by arbitration and conciliation or other pacific means to settle all difficulties which may arise between us and thus strive to make contentions and strife unnecessary." The domination of bad leaders, however, finally brought the organization to a climax equal to its leadership when, in its 1902 convention, it decided by a vote of 129 1-6 to 70 1-3 to, "Adopt the principles of Socialism without equivocation."

The demands of the miners, were, no doubt, just and the principles of the clause above quoted should have been used to push them to a successful consummation; but the facts do not show that they did so.

The terrible reign of lawlessness reached its zenith on April 29, 1899, when a mob, covering the engineer of a Northern Pacific passenger train with their guns stole the train and two tons of dynamite, proceeded to Wardner and blew up \$250,000 worth of property, then shot down in wanton cruelty the few men they captured at the Bunker Hill mines, who were left there to take care of the property. For years officials, whose duty it was to compel respect for the law, looked on with supine indifference and violence reigned. Hundreds of thousands of dollars worth of property was destroyed maliciously and mine officials and others who dared to take a stand for right, or give evidence that would lead to the apprehension of those guilty of lawlessness were waylaid and shot down in cold blood. No mercy was shown. While the bare possibility that some of the charges against some of their leaders may be proven now and they be torn from a loving wife and children seems a monstrous thing, yet, when intoxicated with power to wreak their own sweet will, they were totally indifferent as to what became of the families of their victims.

The claim that the mine owners placed dynamite under the station house at Independence and put it off at two o'clock in the morning, just at the time when the station was full of their own employees waiting for a train to go home from work, and blew a lot of them into eternity, is absurd, also the murderous shot that came through the window of the home of Manager Arthur L. Collins, of Smuggler mine and cruelly wiped out his life, while sitting at his own fireside surrounded by his friends and family, tells its own story.

Conditions became so terrible and the authorities so powerless to enforce the law, that at last the populist governor of Idaho, Frank Steunenberg a man of their own choice, elected on a platform that is always declaring for the removal of all

legal restrictions was compelled to ask for federal aid, and 500 United States troops were placed in Idaho to enforce order. Drastic measures were necessary and resorted to. Unfortunately, however, the other side having now come into power went to the other extreme. In place of the former reign of violence we now have a resort to cruelty to compel submission to the law that savors very much of retaliation. No effort, seemingly, was made to ferret out the guilty, but all were gathered up in the dragnet thrown out by the military power and mercilessly deported.

Among the 48,000 members of the W. F. of M. were thousands of good men at heart, who, owing to conditions, had no choice but were forced to follow their leaders to secure their own safety.

The 35 per cent. who refused to endorse socialism would indicate that at least that many were all right. In order to sum up the whole truth I know of nothing that hits the nail on the head more thoroughly than two editorials in Collier's Weekly, a part of one of which reads as follows: "Who began it matters little; the history has been a swinging pendulum from excess by the miners to excess by the constituted authorities. Probably a majority of each local union were law abiding men; but a small minority of thugs and criminals made the color, character and direction of the whole. The thugs intimidated not only those outside the union, but the better element within, and used the union as a powerful weapon of brutality. Then when the mine owners, with the aid of federal troops got the upper hand, they used the course of law, not for justice but for retaliation. Righteous men within the unions erred in allowing thugs to dominate them, righteous men outside erred in permitting the forces of order to be used by the mine owners for purposes for which no shred of justification can be found."

The above, an unprejudiced and unimpassioned investigation, proves to be the facts.

While the action of George A. Pettibone, who, as Justice of the Peace at Gem, should have stood for peace and the law, in heading the mob at the Helena-Frisco riots, and with his own hands placed the dynamite that destroyed that property, indicates that he is a dangerous man, yet for the sake of their families and for humanity's sake all good men hope for the acquittal of the defendants in the now famous murder trial in Idaho. In my own heart, I sincerely hope that these men may prove themselves innocent of any connection with the assassination of Governor Steunenberg, return to their families free men and then get away from the contaminating influences of Debbism and the "principle of Socialism without equivocation."

It is the duty of every American—this does not include those who shout, down with America; and trample on the American flag—regardless of their affiliations with any labor organization, to insist on a fair and impartial trial, see that the truth be sifted from whatever evidence is offered and if the facts prove Messrs. Moyer, Haywood and Pettibone guilty as charged, it is not the business of labor organizations to interfere. Labor organizations cannot afford to condone crime committed in the name of labor's rights nor can they be too care-

ful to guard against the frantic efforts of Socialism to drag them down to its own level.

Finally, as I am writing this letter on my own responsibility, I do not hesitate to say, judging from comments I have heard from working men to whom I have shown it, that such scurrilous attacks on the President as is found on the first page of an obscure paper published in Girard, Kans., misnamed The Appeal to Reason, when it should be The Appeal to Passion, will do more to hurt the cause of the defendants with the American people, which includes 95 per cent. of organized workmen, than all the combined efforts of the Moyer-Haywood persecutors; if there are such. I would say for their own sakes, if they know themselves to be really innocent, instead of trying to get up popular demonstrations among working men, which fail to materialize, in favor of their forcible acquittal, and which looks bad on the face of it, these men get out from under the blighting shadow of Debbism into a purer atmosphere if they want the support of the people. Debbs and his emanations, if potent at all, only have the opposite effect intended outside of the three per cent. of socialist voters in the United States.

JAS. B. GAUSS.

Pittsburg, Pa.

Editor Railway Conductor:

Come one and all who run a train,
Join hands with our S. & Q. Brother McLean.
Come one, come ten, come eleven,
Come all and boost Washita Division 257.

Well, what you say? We are still on the charter list, but too busy to write. New timber and good material. Meetings are well attended every Sunday in Masonic Hall. Times very good on the road boys are happy and well pleased with everything and everyone. The R. I. has a fine set of boys, and well they should be for we are blessed with a fine set of officials, all practical and conscientious men.

Brother Libby and Brother Benjamin went to make a nice show for 257 at Memphis. We are having the dull time of the season right now and have about 25 or 30 chain gang crews and locals, three or four switchers, five or six work trains doing business in a business like manner—fix the track while traffic is light. The company is putting from 40 to 60 cars of ballast under the track daily, laying new steel and building new bridges. Come to the new state, we are truly a great and noble set of hustlers with a very large H.

We are glad to see Brother S. D. Olcott of Division 424, a candidate for railroad commissioner. Push for Brother Olcott and do him justice. We must obtain prestige by publicity, affiliation and notice.

Our superintendent and one trainmaster have moved to Elreno where will be our headquarters sometime, I think in the near future. Elreno is a great city.

It is very pleasing to see our old friend and conductor elected to the position he so richly deserves. Success and long life to Brother A. B. G., as pilot and captain of old O. R. C.

Division 257 is in a very good condition to perform the usual duties to the novices, our goat is an

old timer, and gets impatient if we do not harness him up three or four times a month.

I was reading THE CONDUCTOR recently and could see some of the old scribes, Veritas, Mox, the Kentucky Favorite and the Pennsylvania Philosopher, and with permission, Spudz will re-enter the ring. Spudz used to write from Arkansas and Texas. Hoping to have more next time will close hoping to see plenty of news from all.

Chickasha, I. T.

SPUDZ.

Editor Railway Conductor:

Brother W. S. Davis is in the sunny south. We all wish him a safe return and hope much good will be accomplished at this meeting of what is considered by railroad officials as the most conservative railroad labor organization in the world. This may look pretty big to members of other organizations, but if necessary I can deliver the goods.

Well, Brothers, I have only a little time now and expect Mr. Editor is getting short on space, so will wind up by saying, "get busy; boost your Division (both R. R. and O. R. C.); don't knock on the division you are working for but if some other party commences to knock, then call his attention to some other road." You will feel better and you may be helping to put your Division on its feet.

A DAY ON THE SECTION.

When the section gang started out
With Foreman Lower so big and stout,
To tamp the ties and raise the track,
Hey, joint ahead and center back.

At Schrum's Mill with its horseshoe curve
Where the waters of old Duck Creek swerve
Lower says as he frowns so black,
Vell, "joint ahead," and "center back."

Then on they go to Buell's Run
To finish the work they had begun.
Lower looks at his watch as his lips would
smack,
Vell, "joint ahead," and "center back."

At noon as they sat and ate their lunch,
Lower walked away from all the bunch
And sat down on the new rail rack,
Thinking will I go "joint ahead" or send her
back?

Then he said, "Mick, go ile the car,
For Warner to pump to is very far,
Then boys, we'll start on the homeward
track,
And tomorrow, ye'll "joint ahead" and
"center back."

Cambridge, Ohio.

MAJOR.

Editor Railway Conductor:

Wheeler Division No. 502, was organized March 17th of this year, in the little city of Elkins, in the Allegheny Mountains, with a membership of 28. We now number 31 and expect to reach 40 in the near future. Our Division was organized by Brother W. H. Budd, Deputy G. C. C., of Division 292, assisted by Brother Gene Cowhard of Division

263, and in the evening all attended the installation banquet; and it required two hours to satisfy the enormous appetite created by the "goat."

Our Division is named in honor of a deceased Brother of Division 263.

We have a good and loyal set of officers, and members holding up their part.

We are located at the Western Terminal of the Western Maryland System and also terminal for three branches. Some of our members are employed on C. & C. Ry., which runs trains to this point. We also have a few members from the Dry Fork Ry., a short line twenty-five miles from here.

COR. 502.

Elkins, W. Va.

Editor Railway Conductor:

For many long years I have thought I was cut out for a conductor and prided myself on being one, but last month I wrote a letter to THE CONDUCTOR and held my breath almost constantly until THE CONDUCTOR reached me and I read my write up in print and I at once saw where I had made the mistake of my life. That was by not having made a journalist and newspaper writer out of myself. But, alas, it is as many other things; we see when it is too late where we made the mistake. If the good Lord will only stop these whirl winds and hail storms and give me time enough out of some man's storm house to get my traps together I think I will fly my kite. Say, Brothers, have you all read that letter that old boy down in Mexico wrote in last month's CONDUCTOR about this "boozing"? I would give one of these old Virginia Cheroots to that old boy if I could only meet him. Old man, if you ever come my way be sure to stop and you and I will have a Grand Division meeting by ourselves. There are very few Brothers who have fought old John Barleycorn harder than I have and there is not a man that has ever gone up against the O. R. C. Willie Goat that likes 'booze better than I do, but long years ago I cut him down; away down to a boy's size, and now, if nothing happens, I have cut him out. Show me a class of men that can get up before the people and show what whiskey will do for a man better than the conductors we have had. Not hundreds but thousands of good men—men from all states and families that held good paying positions that they had taken desperate chance to get; had stood out in some dark bottom and flagged for hours in the rain, snow and sleet, and just when they had reached a place where they could ride on cushioned seats, wear good clothes, in out of the snow, he allowed the whiskey habit to get him. It has only been just a few months ago since I went to one of our Brothers and talked to him about his drinking. He promised me he would cut it out. Only a few days had passed and I found him in the same condition. I spoke to him again. He denied being at the time under the influence, at all. I told him, I will never say anything more to you, it is bad enough to drink, let alone to lie about it; in something less than a month he lost his job. He was just reaching the top of the ladder in his profession and that has been the fate of many and why our men don't cut it out is more than I can tell. My opinion is the booze subject is of more importance than the Home for

old conductors, for if the booze and the things that go with it, such as fast living, gambling, etc., the poor house route, probably in our old days is not a Home for the old conductor, it is teach the young man the sad experience of the old booze fighter. While I am not righteous or religious, I do think that we would be better off if we had in each of our local Divisions a temperance union, or something along that line and appoint different ones at each meeting to make a talk on the whiskey question. I will say that not near the whiskey is consumed amongst our men today there was once upon a time. We deserve credit for that. However, there is room for improvement yet. It is like a spur track, always room for one more.

Brother Jim Gartland tells me he is going to Sedalia, Mo., to have eczema treated. I hope he will return all O. K. Should any of the Brothers meet the old man, in Sedalia, don't be afraid of him; he is true blue, has the map of the O. R. C. plainly printed on his person. Hurry back, "Jimmie."

Now, Brothers, don't forget my hobby! That is, let's be looking after getting some of the O. R. C. men into good jobs, and look after the new material. This last is a point we are overlooking on one side and looking too much after on the other. Some of you old, rusty fellows, wake up and write a short letter to THE CONDUCTOR. My letter last month brought me two letters from old and tried friends. Those letters are not worth in money anything, but I would not trade \$5.00 apiece for them. Write me again, A. S. P.

LES McDOWELL.

Klondike, Tex.

Editor Railway Conductor:

I want to say that I heartily coincide with Brother Veritas, in his ideas of federation. If we could only go back to the Cedar Rapids plan of federation which in my estimation was the best plan ever worked under, and from which the greatest good was accomplished. Under that plan we would be placing ourselves in a position whereby we would be able to accomplish anything that was in reason, or which was right and fair. Look over the history of railroading upon which the Cedar Rapids plan of federation was tried, and where its principles were adhered to in spirit, as well as in letter, and see what great good was accomplished. Among them were these: Drawing closer together the different organizations, creating a brotherly feeling, working for each other's good, and accomplishing results of better understanding with the railroad companies, making the grievance of one the grievance of all. Presenting a solid front to the officials of the railroads, showing that by federation we represented the whole instead of a portion of the employees in the transportation department of that system. This means prompt action, on the part of the officials in the adjustment of grievances.

Also system federation has tendency to create perfect harmony between the various railroad organizations. The old saying, "Two heads are better than one," was often demonstrated and where this plan was in operation.

I would like to see a similar plan of federation adopted for future benefit, then should we adopt

a plan of system federation again, let us stick to it and not get big ideas, like we did before, and not have our efforts go up in an inglorious bubble, like the national plan of federation which was so short lived.

Now to get at this right, why not start in and hold union meetings at different places on each system, on the last Sunday of each month, having five Sundays. Make them joint union meetings. The object being to create better feeling, and more harmony and a better understanding between the several organizations, and incidentally laying the foundation for complete and far reaching federation.

Wewahken, N. J.

L. FRITTS.

Editor Railway Conductor:

At half past eleven one Tuesday night
My door bell rang with all its might.
I hoisted my window from the second stair
And demanded to know who comes there.

A figure appeared in the electric light
Hardly visible to my sight
And a voice distinct from a little chap
Said, "You're wanted for 88 in the morning,
Cap."

"Very well," I said, "but let's have a reason
For calling me now, entirely out of season.
The train is not due until seven a. m.
And rarely ever gets in then."

"I call you now in order to rid
Myself of responsibility," said this little kid.
"However, if you wish, I'll call you again
In the morning on time to catch this train."

"Thank you," I said, then jumped in bed,
Resting assured he would do as he said.
So at half-past five he informed me again
"Coast line on time with handsome train."

"Better once than never," I jokingly remarked
As the call-boy gradually disappeared in the
dark.

"That's true," he said, "but you know well
There's room for improvement on the A. C. L."

According to the call I did report
Believing the boy had no right to joke
In calling a captain for a handsome train
As the "Florida Special" it would be a shame.

I made my appearance at the station on time,
My crew all present looking fine.
After a word of greeting as to how you do,
The air had a cast of a dingy blue.

I knew this meant we were bluffed again
As to the arrival of this handsome train.
So I sought the dispatcher of the A. C. L.
For information, but he was loth to tell.

"Why, Captain," he said, "this train was on
time,

And now it's behind, though no fault of mine.
The last account from one who had seen
It was standing still for the want of steam.

"Believe me," I said, "I am sorry indeed
My sympathy goes out to your iron steed
In failing to keep up under schedule strain
When coupled to this beautiful train."

Sympathy you know of the present day
Especially when expressed in a sympathetic
way

Relieves a dispatcher's tired brain
While trains are tied up on the main.

I thanked him kindly for all that he told
Then out under the shed I went for a stroll
Resting assured that I would have to wait
For this handsome train "indefinitely late."

While promenading the platform as if on watch
I thought to myself this is the month of March,
And the wind is blowing a fearful gale;
Why not experiment by hoisting a sail?

While eagerly watching on the other side
Of the beautiful James, I suddenly spied
This handsome train with its steamless power
Drifting in from the land of flowers.

It came under the shed, apparently no noise,
As you go home after out with the boys,
Because you don't want to have to tell
Why you are lacking for steam to ring the bell.

It unloaded its cargo of human freight,
Shivering and cold as well as late;
Steam pipes frozen with the atmosphere
From the sunny south, that climate dear.

Passengers all fussing and fuming too,
But this is not rare, they always do,
They are either too cold, or entirely too warm
And hard to please as sure as you're born.

And now dear readers, you can plainly see,
My object lesson as well as me.
Our Division room is like a train
Laden with passengers ready to complain.

Our call-boy is calling; his name is Duty.
Has he ever called you? He is a beauty,
And have you reported according to his call,
Or just turned a cold shoulder in the face of it
all?

If you give him the cold shoulder, just rest as-
sured

You will be held responsible, also ignored
By your faithful brethren loyal and true,
The dearest friends on earth to you.

It is never too late to try to do well
Like the call boy said about the A. C. L.
There is room for improvement on every side
An assertion that's true and can't be denied.

If some one should ask us how about you;
It would be very embarrassing to tell if we
knew.

In the language of the dispatcher of the A. C. L.
We would say "Lost somewhere; we cannot
tell."

"When last seen you seemed to be miffed,
Your steam pipes of energy frozen stiff,
Just drifting along for the want of power,
And we say (like the dispatcher) "No fault of
ours."

Our same old schedule is still in effect
And your arrival on time, we must expect.
Time orders are issued only to regular trains,
For the advancement of the inferior, ain't it
plain?

Some lonesome siding you may be in
And to let you stay there would be a sin
So we will send you orders without a doubt
And do all in our power to help you out.

Every one of you, my dear good pals,
Are wanted in at your terminals;
We want to see as well as hear
Your name appear on the register.

Some of you may ask, "Well, who are you?"
I am corresponding Secretary of One Fifty-two,
I represent the Southern and the R. F. & P.,
The E. & O. and the Coast Line you see.

Now in conclusion, just let me tell
Why I made use of the A. C. L.
Simply because it is easy to rhyme,
And then, too, you can call it the At. Coast
Line.

Richmond, Va. JAS. W. TIGNOR.

GRABBERS IN THE AIR.

At Warwick on C. A. & C. double track,
Conductor Bertie Coyle
Was hunting a defective brake,-
With failure for his toil.
And when he gave the sign to go,
The engine started off,
The cab stood still and never moved
And then he said to Baugh:

I knew he'd pull a draw bar out,
And now we're stuck for fair
And that's what I was hunting for
A "grabber in the air".
He sent a "P L 13" in, explaining the delay
They sent it back to him again,
And this they had to say:

We note your "P L 13" that says,
You pulled a draw bar out,
Such things as this will cause delays
Of that there's not a doubt.
But what we most do wish to know,
Before we make repair
Is what you mean in your report
By "grabber in the air".

Then someone sent a notice out to train
And enginemen,
It asked of each to state his views,
In pencil or in pen.
And just say what they understood
And how they would prepare
A statement as to what is meant by
"Grabbers in the air."

John Breagy sent the first reply
And said he understood,
In case a fellow and his girl had,
"Buckeled" up for good,
And mother-in-law had set her cap
To land them in despair,
Don't give her time to say a word,
Just "grab her in the air."

Ed. Blizzard said he went to see
Columbus play the "Frogs"
That all science of the game was
Scattered to the dogs.
He heard the umpires rant and rave,
While he was setting there,
And heard them call, the catchers all
"Wild grabbers in the air".

"Doc." Wolfe, who failed to scent the joke
Proceeded to explain,
In case you have a strenuous brake,
Somewhere along your train,
That wants to do its share and more,
Investigate the same,
You'll find it in the "triple valve"
And "graduating spring."

John Monaghan had seen a man,
Who had an "awful jag"
Imagined he was hunting "snipes," and
Left to hold the bag.
And when he thought he saw a snipe
Went jumping everywhere
A living illustration of "a
grabber in the air".

But when you want the climax capped
Just send for "Squirely M"
Spring something on him good and quick,
Without a haw or hem,
He said the thing was tommyrot, a
Delusion and a snare;
That he for one had never heard of
"grabbers in the air".

McNeal has seldom much to say,
Yet answered up on time
Had never met the "grabber" man
While out upon the line,
But having missed a trip or two,
While taking in the fair,
Had heard them call young Knaubenshue
A "grabber in the air."

And thus it went from first to last
As each reply came in,
While Quincy Porter laughed so much,
He couldn't stop to grin,
He filed each answer as it came,
To read when he grows old,
And says he wouldn't sell the same
For twice their weight in gold.

It's steam that makes the engine go
While money makes the mare,
But over here to start a laugh,
Just shout "grabbers in the air."

Columbus, Ohio.

H. M. CAIN, C. A. C.

FORUM OF STANDARD TRAIN RULES

Edited by George E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

A MISCONCEPTION—The Standard Code is constructed with the idea that trainmen must at all times protect their trains. The idea being that it is more conducive to the safety of operation of railroads to require the men in charge of trains to look out for and protect themselves at all times against other trains and engines, without notice of their whereabouts and movements, than to undertake to give them notice of their movements and whereabouts, for the reason that if men come to expect notice of approaching trains, they invariably relax their vigilance and rely upon this notice rather than upon their own watchfulness for their safety, and that in the long run more accidents will happen at times when it is impossible or impracticable to convey notice to them, than would occur if they were spurred to constant watchfulness by the knowledge that a train was liable to come upon them at any time without notice.

Take for example a third class train running on orders ahead of a second class train, some trainmen and others have an erroneous idea that under the rules this order in some manner gives to each train a sort of protection, but such is not the case. When an order is issued for one train to run ahead of another both trains must exercise the same care as before, no more, no less, that is both must keep a sharp lookout ahead and if stopped must flag immedi-

ately. The idea in making the different classes is not to protect trains, but it is thought that by that method it will require fewer train orders to move important trains, without delays by less important trains, than would be required if trains were all of one class.

A third class train must at all times look out for trains ahead, or for a flag, regardless of the fact that they hold no orders of a fourth class or other train ahead of them. Because there might be a third or even a second or first class train ahead, so that the receipt of this order is not a protection but simply a notice given in double form changing the established time-table privileges of an inferior train for some reason, it may be the more important (3rd class) train is late or it may be they are of not as great importance as usual, at any rate it is given to facilitate movement only, rule 91 and 99 being all the protection that is required between trains moving in the same direction.

EDITOR FORUM—Please give your opinion of following question in next issue of the Conductor:

We will presume A to be a large terminal, and B a junction point—say 7 miles west of A. There is a daily passenger service between A and say K, K being a point on a branch running from junction B. Train numbers 13 and 14. East and south bound trains are superior by direction and even numbered run in this direction, while

odd numbered trains are inferior in the opposite direction west and north.

No. 14 is overdue at A and conductor of 13 gets a straight meet on No. 14 at say E, a point on the branch section. A to B is main line section and B to K is branch section. There is a bad storm on at B, the junction point. Has No. 13 the right to proceed to E regardless of No. 14 on main line section, and has operator at B the authority to start a train to A as 14 without first consulting train dispatcher. It being very important to get this train to A. Standard rules authority on this system.

Winnipeg, Man.

E. S. W.

ANSWER—Under Standard Rules the operator at B has not the authority to start a number 14, that is create or authorize a train to run on any schedule or as an extra. A train can only be run on orders from the train dispatcher (sometimes the dispatcher uses the superintendent's, trainmaster's or chief dispatcher's initials).

In regard to No. 14 proceeding to E on a train order received at A, conditions would have to govern; if the main line and the branch were both in the same dispatching district, that is, handled by the same dispatchers, then No. 13 would have a right to use this order on the main line; but should the main line and branch be in different dispatching districts then No. 13 would have no authority to use the order against No. 14 on the main line.

EDITOR FORUM—Please answer in the next issue of CONDUCTOR the following question:

Engine 243 will run extra, Freight Yards to Meridian on Thursday the 24th of May as follows; with right over all 2nd and inferior class trains except 2nd 31, Engine 242. Leave Freight Yards 1:30 p. m. Cetronell 2:10 p. m., arrive Meridian 5:30 p. m. 2nd 31, Eng. 242 will run three hours late Meridian to Freight Yards.

Now No. 31 on time card is due at Freight Yards 1 p. m., and it happened this day that 1st 31 was 4 hours and 30 minutes late, and 2nd 31 was 6 hours late, and the wires go down. Now, with what respect will extra 243 run as to 2nd 31, 3 hours late, not yet having met 1st 31. Shall she go on until she meets 1st 31, or go in siding when she comes in contact with 2nd 31, 3 hours late.

R. W. McKINLEY.

Meridian, Miss.

ANSWER—In my opinion extra 243 may proceed until they meet 1st 31 as they are superior to 1st 31 and 2nd 31 cannot pass 1st 31 without in turn becoming 1st 31 and by so doing lose the right to use their superiority over extra 243.

There are those who differ with me on this point, some claiming 2nd 31 being superior to extra 243, that extra 243 could not use their superiority over 1st 31. But such view is not warranted by the rules or practice. The general practice is that if a train is superior to the first section of another train they may proceed against such first section even though the second section is superior to them, this for the reason that the rules establish the consecutive order of sections and trains cannot use orders not addressed to them. An inferior train holds one hour on first No. 1. They do not give 2nd No. 1 a thought until first has passed with the signals which gives 2nd 1 its right to track.

EDITOR FORUM—Will you kindly answer the following question: On time card No. 97 No. 4 is due to leave Chattanooga 12:25 a. m. On time card No. 98, which takes effect 12:01 a. m. April 7th, No. 4 is due to leave Chattanooga 10:25 p. m. Can No. 4 leave Chattanooga on time card 98 after it takes effect (Chattanooga is initial starting point) or will she have to wait until 10:25 p. m. April 7 to start?

Texarkana, Ark.

W. H. S.

ANSWER—Under Rule 4 of the Standard Code as revised June, 1906, No. 4 cannot leave Chattanooga until 10:25 p. m., April 7th as the new schedule does not correspond with the old as to day of leaving.

EDITOR FORUM—Will you please pass on the following question: Standard Code of Rules. Superior direction of trains is east.

ORDER NO. 1. at A

No. 16 will meet No. 19 at B. When No. 16 arrived at B there was order No. 2 at B. No. 16 will meet 1st 19 at C instead of B. The question is, will No. 16 meet all of 1st 19 sections at C. This very question came up on one of our divisions. No. 16 would not leave C, the wires were down and the

consequence No. 16 was layed out over one hour. There is quite an argument on our division. I claim after No. 16 received order No. 2 at B to meet 1st 19 at C instead of B, superseded order No. 1. Order No. 2 specifies the section to meet at C and No. 16 after meeting 1st 19 had a perfect right to go. Bellefontaine, O. H.

ANSWER—In regard to No. 16 meeting No. 19 at B, the rules make this order include all sections. It says, "Where no sections are specified all sections are included", that is Order No. 1 made a definite meet at B for all sections of 19. Order No. 2 superseded order No. 1 only so far as first section of No. 19 was concerned. All other sections of No. 19 had a perfect right to go to B for No. 16. No. 16 had a right to leave B on order No. 2 but when they met first 19 at C displaying signals they should immediately get clear for second 19 expecting them to be headed for B on order No. 1..

EDITOR FORUM—Please give your opinion of following circumstances:

Train No. 7 received order No. 1 on form 31 at A. Reading No. 7 will get a 31 order at B. When No. 7 arrives at B they receive order No. 2 on form 19 annulling order No. 1. Both forms are used on this road. Can No. 7 proceed after receiving order No. 2 or should they have an order on form 31?

Chester, S. C. W. D. McKINNEY.

ANSWER—Order No. 1 states a condition that must be obeyed, that is, No. 7 must get a 31 order at B, but order No. 2 annuls order No. 1 and in consequence this command in order No. 1 is of no effect. Any order may be annulled and when once annulled it cannot be restored under its original number.

EDITOR FORUM—Please give your opinion to the following:

ORDER NO. 16.

No. 105 of May 7, is annulled. Eng. 443 and 442 will run as first and second sections of No. 101 HO. to W. J.

Eng. 443 was Eng. of No. 105. Eng. 442 the regular Eng. and train of 101. The run from HO. to W. J. being 40 miles. When 2nd 101 arrived at P. W.

which is 25 miles from HO. they got this order.

ORDER NO. 20.

Order 16 is annulled, Eng. 442 will run as 101, P. W. to W. J.

When order No. 16 was annulled did it annul train 101 between P. W. and W. J.? There seems to be quite a number of the boys who believe it did and others who say it did not. W. J. WARNER. New Haven, Conn.

ANSWER—No. When order No. 16 was annulled it simply annulled the right of Eng. 442 and 443 to use the schedule of No. 1 under the authority of order No. 16, but it did not affect schedule No. 1 at all.

Order No. 20 gave Eng. 442 a right to use the schedule under order 20 and destroyed the right under order No. 16.

EDITOR FORUM—Please give your opinion:

Eng. 101 will work extra, 6 a. m. until 6 p. m. between A and B and will meet extra 102 north at A. Eng. 102 will run extra A to B and will meet work extra 101 at A.

At 6 p. m. work extra 101 is at B and extra 102 still at A. Can either extra proceed after 6:01 p. m. without further orders.

W. D. Chester, S. C.

ANSWER—At 6 p. m. work extra 101 is dead, the time limit has expired and they cannot move without further orders and the dispatcher must not extend the time limit without also notifying extra 102, for the rules require that only information essential to a movement can enter an order and in consequence extra 102 must consider the time limit essential.

The Code does not say that under these conditions extra 101 may proceed but we think it should, as the work extra is as completely dead as a train that is 12 hours late and rule 220 specially states that orders are dead held by or concerning a train that has lost schedule, but as long as the rules do not state procedure we think rule 106 would govern and the dispatcher would be required to straighten the matter out.

A MONOTYPE OR TWO

What kind of a noise annoys an oyster?
A noisy noise annoys an oyster.

Had Him.

He—Isn't dinner ready yet?

She—No, dear. I got it according to the time you set the clock when you came in last night, and dinner will be ready in four hours.

A teacher in explaining the different kind of sentences to her class, asked what it would be if she said, "I am looking for a man." "I don't know," said the boy at the foot of the class, "but I think it would be the truth."—Lucerne Standard.

Every wage earner who has a vote in the coming election should keep in mind the fact that it now takes \$1.47 to buy what \$1.00 would have bought nine years ago. Also that the cost of living is higher now than it has been at any time in the last twenty-two years.—Jasper County Democrat.

My Lucky Brother.

MALCOLM DOUGLAS.

I have a brother not so tall—
I haven't any other—
So he's what you may really call
A very lucky brother;
For when my trousers get too small
For me to wear, our mother
Just "takes them in," seams, legs and all,
And gives them to my brother!

—St. Nicholas.

The production of cigarettes in the United States for 1905 is placed at 3,526,488,563, an increase of 379,978,990. The census bureau refuses to give out any figures on the increase in four-inch collar johnnies, but the lobster and crawfish crops are both heavy.—Springfield Leader.

And still we're told the world is growing better.

Maud—Won't you come in, Oscar?

Oscar—No, I think not.

Maud—But mamma is out and papa is up stairs groaning with rheumatism.

Oscar—In his legs?

Maud—Yes.

Oscar—Then I'll come in.

The Best of the Poem.

"I don't see anything in that poet's new poem."

"Of course you don't," replied the editor in chief, "because I opened it first and took a five dollar bill out of it. Give it a good place—top column, next reading matter!"—Atlanta Constitution.

Unnatural Finish.

Mrs. Meeds—And did your husband die a natural death?

Mrs. Weeds—No, he died suddenly.

Mrs. Meeds—What was there unnatural about that?

Mrs. Weeds—Why, poor, dear John was the slowest man that ever lived.—Chicago Tribune.

Reflections of a Bachelor.

When a woman isn't afraid of being rained on it's a sign it's her own complexion.

Any man can get a reputation for knowing more than he does if he will keep his mouth shut.

It may be ungodly to lie to a woman about how beautiful she is, but it's mighty easy to be popular that way.

Either you tell people the truth about themselves and are hated by them for a boor, or you don't, and everybody else denounces you for a hypocrite.

A nice thing about having your family away for the summer is no matter how late you come home in the morning you don't have to take your shoes off to go upstairs.—New York Press.

Looking for It.

The man who's always looking for the worst of it,
Who grieves and frets,
Will some dark day receive a woeful burst of it—
That's what he gets!

—Chicago Tribune.

Driven from Home.

"Jinx had to put up at the hotel last night. He had quarreled with his cook."

"Why, the ideal! What was Mrs. Jinx doing, to stand for a thing like that?"

"Mrs. Jinx is his cook."—Fort Worth Record.

No Wool Over His Eyes.

Uncle Abe, a grizzled old negro, visited a zoological garden. He stood fascinated before a cage containing a chimpanzee and could not be induced to move. After a while the animal came to the front of the cage and Uncle Abe spoke to him.

"Howdy?" he said. "Howdy?"

The chimpanzee not making any response, Uncle Abe chuckled and winked at him knowingly.

"Dats right; dat's de way ter dol Doan' you nebber gin' ter talk. Ef you does white man put er hoe in yer han' en meck yer wuk!" he said.—Harper's Weekly.

Still Serves its Purpose.

"Say," complained the stranger, stepping inside the drug store, "this weighing machine in front of your place is out of order."

"I've got nothing to do with that machine," said the sleepy-looking young man behind the counter.

"Well, somebody ought to have."

"What's the matter with it, anyway?"

"It won't work. I dropped a penny into it just now, and the indicator didn't fly around. I shook the machine and jumped up and down on the platform, and still it don't move. It's a swindle."

"It took the penny all right, didn't it?"

"Certainly."

"Well, that's what it's for. There's nothin' the matter with the machine, sir."

No Siren.

Mr. City Boarder was being entertained by his rural sweetheart.

"Do you play and sing 'When the Cows are in the Corn,' Miss Milky-weigh?"

"Lord bless you, no!" she ejaculated; "I get the dogs and chase 'em out."—Harper's Weekly.

He was a good natured German, and his face fairly beamed as he walked into a drug store. The first thing that caught his attention was an electric fan buzzing busily on the soda counter. He looked at it with great interest and then turned to the clerk.

"Py golly!" he said, smilingly, "dat's a tam'ed lifly squirrel vot you got in dare, ain't 'id?"

Packingtown Logic.

The great beef packer touched the electric bell-push and summoned his confidential clerk before him.

"Have you agreed with our competitors as to the price we will pay for hogs, sheep and beef cattle tomorrow?"

"Yes, sir."

"Have you ordered a new supply of formaldehyde?"

"Yes, sir."

"Is our stock of salicylic acid large enough to last through the month?"

"Yes, sir."

"All the offal and scraps worked up for sausage and head cheese?"

"Yes, sir."

"Did you discharge that bunch of anarchistic union men and fill their places with the imported laborers, who will work longer hours for 50 per cent less wages?"

"Yes, sir."

"Got everything all right, eh?"

"All your orders have been carried out, sir."

"That's good. You may go now. Send me in Mr. Spacewriter. I want to give him a few pointers about that article he is going to write, demanding a 'square deal for the great packing interests.'"

OFFICIAL CHANGES

J. Whitson has been appointed trainmaster of the Chicago & Eastern Illinois at Salem, Ill.

S. G. Campbell has been appointed trainmaster of the Wisconsin Central at Ironwood, Mich.

George Hannauer has been appointed superintendent of the Chicago, Indiana & Southern, with office at Gibson, Ind.

M. H. McCabe has been appointed trainmaster of the Raleigh division of the Norfolk & Southern at Raleigh, N. C.

C. Fowler has been appointed trainmaster of the St. Louis division of the Chicago, Rock Island & Pacific at Eldon, Mo.

E. B. Lacaze has been appointed acting superintendent of the Cuba Eastern, with headquarters at Guanatanamo, Cuba.

W. M. Cartwright has been appointed superintendent of transportation of the Tehuantepec National, with office at Rincon Antonio, Mex.

A. S. Meldrum, heretofore superintendent of the Rio Grande Southern, has been appointed general superintendent, with office at Ridgeway, Colo.

C. D. Phillips has been appointed trainmaster of the Peoria Railway Terminal Company, formerly the Peoria & Pekin Terminal Railway.

F. A. Folger, formerly superintendent of the Kingston & Pembroke, has been appointed superintendent of the Canadian Northern, with office at Winnipeg, Man.

G. B. Wright, trainmaster of the Chicago & Eastern Illinois at Salem, Ill., has been appointed trainmaster of the third district of the St. Louis & San Francisco at Chaffee, Mo.

Charles H. Priest, chief train dispatcher on the Portland division of the Maine Central, has been appointed assistant superintendent of that division at Waterville, Me., effective on May 1.

J. S. McGuire has been appointed trainmaster of the Ann Arbor at Owasso, Mich.

J. H. Garner has been appointed trainmaster of the Mobile, Jackson & Kansas City at Laurel, Miss.

F. Brastrup has been appointed trainmaster of the Dakota division of the Northern Pacific at Jamestown, N. D.

David Hanna has been appointed trainmaster of the New York Central & Hudson River at White Plains, N. Y.

William G. Mason, Jr., has been appointed assistant superintendent of the Avoyelles division of the Texas & Pacific.

A. N. Leitnaker has been appointed assistant superintendent of the Missouri, Oklahoma & Gulf, with office at Muskogee, I. T.

J. F. Porterfield, heretofore superintendent of the Louisiana division of the Illinois Central, has been transferred to Memphis, Tenn.

F. L. Richards, trainmaster of the Chicago & Alton at Mexico, Mo., has been appointed assistant division superintendent at Bloomington, Ill.

G. D. Reynard, chief train dispatcher of the Buffalo division of the Buffalo & Susquehanna, has been appointed trainmaster of that division at Galetton, Pa.

C. L. French has been appointed trainmaster of the Baltimore & Ohio at Cumberland, Md., and John Mullen has been appointed trainmaster at Keyser, W. Va.

C. F. Morrison, trainmaster of the Chicago, Milwaukee & St. Paul at Sioux City, Ia., has been appointed superintendent of the James River division, with office at Aberdeen, S. D.

H. Flanders, heretofore division superintendent of the Texas & Pacific, has been appointed general superintendent of the Opelousas, Gulf & Northeastern, with headquarters at Opelousas, La.

C. M. Scott has been appointed superintendent of the Phoenix & Eastern, with headquarters at Phoenix, Ariz.

M. J. Larson, heretofore chief clerk to the general manager of the Chicago, Milwaukee & St. Paul, has been appointed trainmaster of the Sioux City division of Sioux City, Ia.

Clement F. Merrill, heretofore assistant trainmaster on the Central of New Jersey, has been appointed assistant superintendent of the Lehigh & Susquehanna division at Jersey City, N. J.

W. R. Hudson, heretofore superintendent of the Spencer-Salisbury terminals of the Southern Railway, has been appointed superintendent of the Danville division, with headquarters at Greensboro, N. C.

H. C. Ferris, formerly superintendent of the western division of the Toledo & Ohio Central and afterwards division superintendent of the Union Pacific has been appointed general manager of the United Railroads of Mexico.

J. P. Hopson, heretofore superintendent of the Berkshire and Naugatuck divisions of the New York, New Haven & Hartford, has been appointed superintendent of the New York division, with headquarters at New York.

C. S. Lake, heretofore superintendent of the Danville division of the Southern Railway, has been appointed superintendent of the Berkshire and Naugatuck divisions of the New York, New Haven & Hartford, with headquarters at New Haven, Conn.

A. R. Whaley, heretofore division superintendent of the New York, New Haven & Hartford at New York, has been appointed manager of the Grand Central station and general superintendent of the electric zone of the New York Central railroad.

C. C. Hodges, division superintendent of the Southern Railroad at Chattanooga, Tenn., has been transferred to the superintendency of the Nashville division, with headquarters at Nashville, Tenn., to succeed F. P. Pelter, who takes Mr. Hodges place as superintendent of the Chattanooga division.

J. M. Horgan, heretofore trainmaster of the Lake Shore & Michigan Southern at Chicago, has been transferred to Ashtabula, O., in a similar capacity, succeeding J. H. Reynolds, who has been transferred to Buffalo, N. Y. J. W. Britt, assistant trainmaster at Collinwood, O., has been appointed to succeed Mr. Horan as trainmaster at Chicago. F. F. Riefel, chief dispatcher at Chicago, succeeds Mr. Britt as assistant trainmaster at Collinwood.

F. H. Brown has been appointed assistant trainmaster of the Philadelphia & Reading at Philadelphia, Pa.

W. A. Allison, trainmaster of the Yazoo & Mississippi Valley at Memphis, Tenn., has been appointed superintendent of telegraph of the Trinity & Brazos Valley, with office at Teague, Tex.

J. J. Flynn, heretofore superintendent of the Memphis division of the Yazoo & Mississippi Valley, has been appointed superintendent of the Trinity & Brazos Valley, with headquarters at Teague, Tex.

William H. Schutt, heretofore chief clerk to the vice-president and general manager of the Minneapolis, St. Paul & Sault Ste. Marie, has been appointed assistant general manager, with headquarters at Minneapolis, Minn.

E. M. Gates, heretofore assistant superintendent of the Missouri, Kansas & Texas, has been appointed trainmaster of the Cherokee, Osage, Tulsa and Joplin divisions at Parsons, Kan., and the former position has been abolished.

A. Swinnerton has been appointed trainmaster of the Canadian Pacific at London, Ont., succeeding V. A. Harshaw, who has been appointed superintendent of terminals at Toronto, Ont.

W. H. Collins, master mechanic of the Fonda, Johnstown & Gloversville, has been appointed general superintendent, with office at Gloversville, N. Y., succeeding J. N. Shannahan, who has resigned to become general manager of the Washington, Baltimore & Annapolis, with headquarters at Baltimore, Md.

J. G. Code, heretofore assistant division superintendent of the Wheeling & Lake Erie, the Wabash Pittsburg Terminal and the West Side Belt, has been appointed superintendent of the Toledo-Pittsburg divisions, with headquarters at Canton, O. A. P. Titus, heretofore superintendent of car service, has been appointed to succeed Mr. Code as assistant superintendent of the Toledo-Pittsburg and Cleveland divisions, with office at Canton, O.

J. E. Craver, trainmaster of the Northern Pacific at St. Paul, Minn., has been appointed superintendent of the Fargo division, with headquarters at Fargo, N. D. This division has just been created and extends from the east end of the Red river bridge in Fargo, N. D., to the most easterly switch at Jamestown, N. D., including, besides the main line, the Casselton, Coopers-town and Fargo-Southwestern branches

H. R. Saunders, superintendent of terminals of the Chicago, Rock Island & Pacific at Kansas City, Mo., has been transferred to Little Rock, Ark., as superintendent of the Arkansas division. Mr. Saunders is succeeded as superintendent of terminals at Kansas City by J. B. Copley, heretofore trainmaster at Goodland, Kan.

U. E. Gillen, assistant superintendent of the Grand Trunk at London, Ont., has been appointed superintendent of the middle division, with headquarters at Toronto. A. J. Nixon, trainmaster at Stratford, Ont., has been appointed to succeed Mr. Gillen as assistant superintendent at London. C. G. Bowker, assistant trainmaster at Stratford, takes the place of Mr. Nixon, as trainmaster.

H. P. Greenough, division superintendent of the Chicago, Rock Island & Pacific at Cedar Rapids, Ia., has been transferred to the superintendency of the El Paso division, with headquarters at Dalhart, Tex. G. A. Merrill, heretofore superintendent of the Arkansas division, has been appointed superintendent of the Cedar Rapids division, with office at Cedar Rapids, Ia.

W. J. Sharp, heretofore superintendent of the Susquehanna and Tioga divisions of the Erie, has been transferred to the superintendency of the Rochester division, with headquarters at Rochester, N. Y. Robert S. Parsons, assistant general superintendent of the Ohio division of the Chicago & Erie, has been appointed superintendent of the Susquehanna and Tioga divisions of the Erie, with office at Hornell, N. Y.

W. W. Yeatman, trainmaster of the Orange & Northwestern, has been appointed superintendent of the Orange division of the Colorado Southern, New Orleans & Pacific, with headquarters at Orange, Tex. D. T. Forbes, general superintendent of the latter road, has been appointed superintendent of the Houston division, with office at Beaumont, Tex., and F. S. James has been appointed superintendent of the New Orleans division.

A. Clark, general manager of the National Railroad of Mexico, has been appointed general manager of the Mexican International, the Inter-oceanic Railway of Mexico and the Hidalgo & Northeastern Railroad also, with headquarters at Colonia Station, City of Mexico. H. M. Taylor has been appointed assistant general manager of the four companies named, with headquarters at Colonia Station.

The following changes in the organization of the operating department of the Northern Pacific are announced: C. M. Levey, now third vice-president, with headquarters at Tacoma, Wash., will be transferred to St. Paul, Minn., in charge of maintenance and operation of the entire system. H. J. Horn will continue as general manager, with headquarters at St. Paul, Minn., and will have charge of maintenance and operation in Montana, North Dakota, Minnesota and Wisconsin. H. C. Nutt, heretofore general superintendent of the Michigan Central at Detroit, Mich., will be general manager in charge of maintenance and operation of the lines in Washington, Idaho and Oregon, with office at Tacoma, Wash.



LEGAL

Legal Decisions of Interest to Railroad Men.

From "The Train Dispatcher."

Erdman Arbitration Act.

The case of the *United States vs. William Adair*, in the eastern district of Kentucky, was one when a member of the Brotherhood of Locomotive Firemen and Enginemen was discharged on account of his membership in that organization. The L. & N., in whose employ Adair was, demurred to the indictment on the ground that the Erdman Arbitration Act, especially section 10, was unconstitutional.

Judge Cochran overruled the demurrer and at great length gave his opinion upholding the constitutionality of the law. He said:

"I cannot accede to the correctness of either position, i. e., as to the nature of said power or as to the nature of said legislation, or that either finds support in either one of these lines of decision.

"The position as to the nature of the power conferred on congress by said constitutional provision interpolates therein the qualifying word, 'directly.' The power conferred thereby is 'to regulate' without limitation, and not 'to regulate directly.' The courts have no right to limit a constitutional provision by inserting a qualifying word therein. They must take it as they find it. If, then, there is such a thing as an indirect regulation of interstate commerce, or its adjuncts—if, indeed—all regulation is not in its very nature direct—it is hard to conceive why it is not covered by the power conferred. In the case of *Gibbons vs. Ogden* (9 Wheat., 1), Mr. Chief Justice Marshall said: 'This power, like all others vested in congress, is complete in itself, may be exercised to its utmost extent, and acknowledges no limitations other than are prescribed in the constitution.'

"It seems to me, therefore, that the

section in question herein is not unconstitutional for this reason.

"A final reason urged in support of the contention that it is unconstitutional is that it is class legislation, in that it confers privileges upon union-labor that are not conferred upon non-union labor. In other words, the claim is that it denies to non-union labor the equal protection of the laws. But I find no provision in the federal constitution prohibiting class legislation, i. e., prohibiting congress from denying one the equal protection of the laws. The provision in the fourteenth amendment applies only to state action amounting to such denial.

"I would not, however, commit myself to the proposition that congress can deny one the equal protection of the laws. It is too serious a matter to dispose of upon the very slight consideration which I have given the matter. The necessities of this case do not require that I should dispose of this question herein. The section in question does not come within such a prohibition even if there was one affecting congressional action.

"The matter has been considered elsewhere in two cases. In the case of *United States vs. Hill*, an indictment found in the district of Massachusetts under said section, in 1889, Judge Lowell overruled a demurrer thereto and submitted the matter to a jury, which hung. There seems to have been no further trial of the case. He delivered no opinion as to its constitutionality. His action, however, involved its being constitutional.

"In the case of *United States vs. Scott* (148 Fed., 431), Judge Evans, of the western district of this state, a prosecution against an employee of the Louisville and Nashville Railroad Company, held the section unconstitutional. A comparison of his opinion with this will indicate wherein we differ.

"The demurrer is overruled."

MENTIONS

Division No. 2 will hold no regular meetings during June, July or August.

Division No. 12 will hold regular meetings only on the 4th Sundays during the months of June, July, August and September.

Division No. 24 will hold meetings only on the first Sundays of July, August and September.

Division 68 will hold no regular meetings during July, Aug. and Sept.

Division No. 92 will hold but one regular meeting a month during June, July and August.

Division No. 211 will hold no more regular meetings until September.

Division No. 301 will hold but one meeting a month during June, July and August.

Division No. 313 will hold meetings only on the 1st and 3rd Sundays during June, July, August and September.

Division '381 will hold no regular meetings during June, July or August.

Brother W. J. Witty of Division 432 has been appointed General Yardmaster for the Chicago & Eastern Illinois, at Villa Grove, Ill.

Glad to note the appointment of Brother A. H. Sandager as Assistant Superintendent of Zenith Furnace Company, of Duluth.

Brother G. B. Woodward of Division 436 has been appointed Trainmaster of the Madera Branch of the Cananea Consolidated Copper Co. Railway System, headquarters Madera, state of Chihuahua, Mex.

It gives us much joy to announce that Brother Joseph Flory has been appointed Trainmaster for the Trinity & Brazos Valley Railway Company. His headquarters will be at Teague, Texas and there will be about 370 miles of track under his jurisdiction. Accept congratulations from all your old friends and well-wishers, and remember there is room at the top.

Glad to note that Brother E. M. Martin of Division 239 has been appointed Trainmaster of Lexington and Louisville Divisions, C. & O. Ry.

If we were a writer of "Nature Stories" and had any on hand unprinted, we are inclined to think we would "look them over again."

Would like to know the address of H. K. Williams, operator and trainman formerly of Kidder, Mo. I have important mail for him. R. O. Williams, 1105 Chapman St., Houston, Tex.

Brother Charles E. Borgius writes us that he lost or had stolen from him, his pocketbook containing O. R. C. and K. P. receipts and card No. 8689. If found kindly send to him at Somerset, Ky., Station A.

Glad to note the appointment of Brother H. A. Smith as General Yard Master for the B. & O. S. W., at East St. Louis, Ill. Good Yardmasters are always in demand, and we imagine the E. St. Louis yard will keep you thinking some Brother S.

Brother J. W. Massey tells us that on the night of April 3, while switching in the C. R. I. & P. passenger yards at Little Rock, Ark., he lost his O. R. C. and B. R. T. receipts for 1907. They were in a card case. If found send to 1115 W. 4th St., Little Rock, Ark.

The "Velvac" razor strop advertised in this number on the front page looks good to us. At any rate it won't cost you a cent to try it—the old saying seems to apply, "the proof of the pudding is the eating thereof." If you don't like the strop after you've given it a thorough test for thirty days send it back and that will "close the incident."

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your **DIVISION NUMBER** and **STATE**. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

A very fine picture of the delegates was taken during the convention and we would have been glad to reproduce it in the CONDUCTOR but the size of the picture necessitated such a large reduction that it would have been practically valueless.

Found at Memphis.

I have a ladies gold, hunting case watch, with one of the O. R. C. Memphis, 1907, souvenir fobs attached. It was found in Overton Park, and more than likely belongs to one of the visiting ladies, will you call attention to this in THE CONDUCTOR. I shall be glad to deliver the watch to its owner, after proper description or proof of ownership. JOHN G. JONES, C. C. 175.

Room 6, Lee Bldg.

The Hudson Bay Route for Western Shippers.

The utter blockade of east-bound freight on all the railroad lines of the Northwestern States and Western Canada has given a great impetus to the agitation for a short route to Europe by way of Hudson Bay.

Any schoolboy looking at a globe knows that distances east and west are shorter toward the Pole than toward the Equator. From Japan to Liverpool by way of San Francisco is 11,000 miles; by way of Seattle, 10,800 miles; by way of Vancouver-Montreal, 10,000; by way of Prince Rupert,—the new Grand Trunk terminus,—and Montreal, 9300 miles; by way of Prince Rupert and Hudson Bay, 8275 miles.

Take a map and look at the Atlantic seaports. New York and Montreal are both on the broadest belt of America,—both at the greatest possible distance from the Western shipper. Look at the little fur post of Churchill, up on the Hudson Bay. It is from 1500 to 2000 miles nearer the Western shipper than New York or Montreal. The spokes of a wheel running from San Francisco and Denver and Salt Lake and Portland and Vancouver and Edmonton to a hub at Churchill are just half as long as the spokes of a wheel running from these points to Montreal or New York.—From "To Europe by Way of Hudson Bay" by Agnes C. Lant in the American Monthly Review of Reviews for June.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Mr. Lee Wilson, who is field secretary of "The Gideons," tells us that for the past 20 years he has been a traveling salesman and that he always makes it a rule to throw his daily newspaper out of the car window after having read it, to the railroad section men. That seems to us quite a nice idea, for we are sure the men would be glad to get the papers.

Memphis, Tenn., May 25, 1907.

Mrs. Thorpe,

Deputy Postmaster,

O. R. C. Headquarters,

A testimonial in recognition of her services during the 31st Grand Division O. R. C.

W. W. Carroll

Jesse Huxtable

Committee.

Unofficial Count, \$55.15

An Event in Sunday Journalism.

The people of the middle West are rapidly discovering that the Sunday Magazine of The Chicago Record-Herald is not only a real magazine but also one of the greatest in this age of magazines. Its recent display of enterprise in paying \$25,000 for the exclusive serial rights of Conan Doyle's new romance, "Sir Nigel," compelled even the editors of the famous monthlies to acknowledge the presence of a new and powerful rival.

When this was followed by Anthony Hope's new Zenda romance, "Sophy of Kravonia," the reading world needed no further proof that the Sunday Magazine of The Record-Herald was able to capture the finest and most costly new fiction offered in England and America. Its illustrations and cover designs in color have from the beginning been of unsurpassed beauty and artistic grace. Its short stories, descriptive articles, humor, poetry and sketches of all kinds are the choicest that the literary market affords, many of them being written by the most popular authors and magazine contributors in the United States. In short, it is an entertaining, high-class magazine that will bear comparison with the best independent weeklies or monthlies, whatever the price.

There is nothing else like it in American journalism.

Brother R. J. Schmathausen of Division 428 promoted from trainmaster to Division superintendent of Mexican International with jurisdiction, Diaz to Jaral, headquarters Monclova, Mex.

Brother A. B. Stillwell of Division 261 from train dispatcher to assistant trainmaster, same territory.

Brother M. A. Needham of Division 428 has been promoted from trainmaster to division superintendent of Mexican International with jurisdiction Jaral to Durango. Headquarters, Torreon, Mex.

According to plans made by Frank Thompson Searight of Los Angeles, secretary-treasurer of the American Press Humorists, that organization has taken up the project of building a monument to the late Edgar Wilson Nye at Laramie, Wyo., and the fund is to be swelled by proceeds from a big entertainment which the funmakers will give in the week of September 15 next, while their fifth annual convention is in progress in Los Angeles. Co-operating with Mr. Searight is the Rev. Robert J. Burdette, who, as "Bob" Burdette, the Burlington Hawkeye Humorist, was a friend of Bill Nye.

DISTINGUISHED MEN INVITED.

In addition to "Bob" Burdette there already have been promised such well known humorous lectures as Melville D. Landon (Eli Perkins) and Sam Davis, editor of the Carson Appeal, both humorists of the old days, and associates of Bill Nye; Strickland W. Gillilan, former humorist of the Los Angeles Herald, lecturer for the Slayton Lyceum bureau, Chicago, and famous for his classic "Finnigan to Flannigan;" Edmund Vance Cooke, president of the National Lyceum Entertainers, better known in Los Angeles as the Ohio Philosopher, and a favorite here in his "Pot Luck with a Poet;" Judd M. Lewis, author and lecturer and humorist of the Houston Post; Charles Battell Loomis, Thomas Augustine Daly, of Philadelphia, president of the American Press Humorists; S. E. Kiser, of the Chicago Record-Herald and Wilbur D. Nesbit, of the Chicago Tribune. Invitations also have been sent Samuel L. Clemens, (Mark Twain), James Whitcomb Riley, Joel Chandler Harris (Uncle Remus), John Kendrick Bangs, Frank L. Stanton and Holman F. Day, members of the association.

There are more than 100 of the American Press Humorists, connected with the leading newspapers and magazines of the country, and their entertainment at past conventions has included high honors, such as a special train to Atlantic City as guests of

the city of Baltimore; an official American Press Humorists' day at the St. Louis exposition and a reception by John D. Rockefeller at his Forest Hill home.

The California members of the American Press Humorists are: Los Angeles—Secretary-treasurer, Frank Thompson Searight; perpetual parson and pastor emeritus, Rev. Robert J. Burdette; John S. McGroarty, Harry C. Carr, William Hamilton Cline, Arthur J. Burdick. Pasadena—Robert J. Burdette, jr. San Pedro—Winfield Hogaboom. San Francisco—Lowell Otus Reese, Bulletin; Alfred J. Waterhouse, Sunset magazine. —From the Los Angeles Herald.

The following Division cards have been lost or stolen; if presented, please take up and forward to this office.

CARD NO.	WRITTEN FOR	DIV. NO
4228.....	D. T. Getter.....	11
18910.....	W. A. Earl.....	57
1632.....	Andrew Lester.....	108
6310.....	J. W. Francis.....	118
17535.....	J. H. McKay.....	173
3894.....	W. O. White.....	175
6526.....	L. H. Shaw.....	175
9504.....	G. D. Tankersly.....	180
15967.....	A. B. Hamilton.....	190
1098.....	J. R. Heimbaugh.....	201
9575.....	J. E. Rowan.....	249
5339.....	Larry Smith.....	290
8689.....	C. E. Borguis.....	297
13399.....	J. W. Vaughan.....	310
9837.....	J. W. Willcox.....	311
13317.....	W. M. Logan.....	319
11922.....	J. A. Shaw.....	334
19094.....	L. Allen.....	351
11751.....	John Hayes.....	356
17291.....	J. F. Harvey.....	384
4155.....	L. W. Cherrington.....	386
4747.....	A. L. Morrison.....	396
14495.....	Grant Smith.....	428
9038.....	G. H. Bussard.....	458

We have just received from Fredrick J. Drake & Co., 350-2 Wabash Ave., Chicago, Ill., a book called "Standard Examination Questions and Answers for Locomotive Firemen," written by W. G. Wallace. This book contains the Progressive Examinations for the first, second, and third years, which were adopted as standard by the Traveling Engineer's Association, and the answers are by Mr. Wallace, together with much valuable information for locomotive engineers. The book is just pocket size and is strongly bound in leather—it is certainly a valuable book for the two men on the "head end" and lots of information in it would help the trainmen.

President Roosevelt's Letter of Endorsement of the Committee of One Hundred for Increased Federal Regulations Concerning Public Health.

May 8, 1907.

My Dear Sir:

I have examined the memorandum which you left with me in regard to the plans of the Committee of One Hundred. I congratulate the Committee on the progress made in this movement since I talked with you a year ago.

Our national health is physically our greatest national asset. To prevent any possible deterioration of the American stock should be a national ambition. We cannot too strongly insist on the necessity of proper ideals for the family, for simple living and for those habits and tastes which produce vigor and make men capable of strenuous service to their country. The preservation of national vigor should be a matter of patriotism.

For this reason, and because many of the problems of public health are interstate in their character, the aid of the Federal Government is necessary to supplement the work of State and local boards of health. Federal activity in these matters has already developed greatly, until it now includes quarantine, meat inspection, pure food administration and Federal investigation of the conditions of child labor. It is my own hope that these important activities may be still further developed.

While I could not in advance commit myself to the approval of any specific form of legislation, I can most cordially commend the endeavors of your Committee to bring these matters prominently before the public.

Very Truly yours,

(Signed) THEODORE ROOSEVELT.

Professor Irving Fisher, President of the Committee of One Hundred.

Three Years for One Dollar.

Until June 30, 1907, the Twice-A-Week REPUBLIC, of St. Louis, Mo., the oldest and best known semi-weekly newspaper in the United States, will accept subscriptions at the remarkable rate of three years for \$1.00. At this price you cannot afford to be without this big semi-weekly newspaper.

Your friends and neighbors will also want to subscribe. Tell them about this great reduction in price, and ask them to send in their subscription. Old subscribers as well as new may come in at this price. If you are already a subscriber, your order will be accepted now for a renewal, to begin when your

present subscription expires. Remember, a dollar before June 30 pays for three full years—312 eight-page papers.

Send all orders to THE REPUBLIC, St. Louis, Mo.

The Melville Music Publishing Company, of New York, has just published a song, written by Mr. Walter S. Arnold, manager of the Postal Telegraph Company, Ft. Worth, Tex., which, from all indications, will become very popular. The words of the song are a portrayal of this famous incident,—The Brownsville Raid—which has attracted so much attention, during the past few months through the press of the country and at the hands of Congress and which has caused more or less of a division of sentiment as to the President's action thereupon.

The chorus is a fine appeal to the nobler traits of American patriotism, and the music is said by competent critics to be unusually substantial and well written.

The following donations have been received at the Home for the month of May:

O. R. C. DIVISIONS.

1	...	\$ 4.55	243	\$12.00
6	10.00	271	10.00
97	3.00			
Total					\$39.55

L. A. C. DIVISION.

216	\$ 5.00
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SUMMARY.

O. R. C. Divisions	\$ 39.55
B. R. T. Lodges	112.50
B. L. E. Divisions	89.00
B. L. F. & E. Lodges	10.00
L. A. C. Division	.....	5.00
G. I. A. Division	.....	5.00
James Costello, 290, O. R. C.	.....	1.00
Alfred S. Lunt, 456, B. R. T.	.....	1.00
Proceeds of a Ball given by No. 433, B. L. E., O. R. C. No. 390, B. L. F. No. 397 and B. R. T. No. 564 Hoisington, Kan.	.....	25.00
Proceeds of a Ball given by No. 379, B. L. E.	.....	31.00
Collection taken up by the delegates of the O. R. C. Grand Division, Memphis, Tenn.	.....	206.93
Total	.....	\$525.98

MISCELLANEOUS.

Box of books from Brother Bedson, No. 731, B. R. T.

Respectfully submitted.

JOHN O'KEEFE.

Sec. & Treas.

Highland Park, Ill.

The Rose in Legend and History.

When the captive Jews in Babylon hung their harps upon the willows, the air was sweet with the fragrance of growing roses; and upon returning to their own land, the exiles are said to have carried with them seeds of the flowers which had brightened their captivity. Thus Syria became the home of roses. Even the name of this country is derived, according to some philologists, from "Seri", meaning "a wild rose." In the Sanskrit, the oldest of Hindu myths declares that Vishnu found his wife in the heart of a rose. Since the day of Vishnu, many another has found his wife, if not in the heart of a rose, by means of a rose. "My love I speak in flowers," and the rosebud has been especially entrusted with the lover's message.—From "Legends of the Roses," by Mrs. A. S. Hardy, in *The Circle* for June.

The Nova Scotia railroad, after leaving Wolfville, twists under the elbow of the hill, and a little box of a way-station, set casually in a hayfield, bears the name of the Acadian village. The site of Evangeline's Grand Pre is half a mile across the meadows; but some kindly Ananias of the railway has set up, in the back yard of the station, as it were, a group of such stick-and-board signs as normally bear the legend: "Keep off the grass." Approaching, we read: "Site of Benedict Bellefontaine's House," "Site of Basil's Forge," and so on. A whimsical and an accommodating thought, this—to leave the pale tourist hurrying by in the Flying Bluenose a varnished train with a pink engine, the germ of an historical recollection.—*The Travel Magazine*.

The Adventures of a Manuscript.

To the June McClure's Henry C. Rowland contributes a story, "Shiraz," that is remarkable in more ways than one. It is an appealing tale of a small American boy, the son of a brilliant portrait-painter. Born in Persia, his mother died soon after his birth and he trailed all over Asia with his father. "Shiraz" became versed in the ways of orientals, spoke their dialects, and because of the constant strain and anxiety and the undue responsibility of looking after his bibulous father, he acquired a strange prematurity of face and speech. He is as odd a youngster and as lovable a one as recent fiction has portrayed.

Curiously enough the manuscript of "Shiraz" had strange and international

experiences also. The story was bought by McClure's some four years ago. A little later the manuscript was lost. On November 14, 1906, it was found lying on the sidewalk on Lexington Avenue. The finder addressed it to Mr. Rowland and it was forwarded to the author at his residence in Paris. He, in turn, sent it back to McClure's with an explanatory note in the early part of 1907, and it was immediately put in galleys and rushed into the first available number.

Problem for the Philosopher.

Small Boy—I wish I was a great philosopher like you.

Great Scientist—Why, my son?

"'Cause you know everything, and there's some things I can't understand.

"Tell me one of them."

"Well, I'd like to know why photographers can take pictures of comets an' meteors an' flying cannonballs an' lightning flashes, and yet, can't photograph a boy without squashing his head in a pair of pincers?"—*Philadelphia Inquirer*.

Out-Heroding Herod.

An American visiting Dublin told some startling stories of the height of New York skyscrapers.

"Ye haven't seen our newest hotel, have ye?" asked an Irishman.

"No," replied the Yankee.

"Well," said the Irishman, "it's so tall that we have to put the two top stories on hinges."

"What for," asked the American.

"So that we can let 'em down while the moon goes past," said Pat.—*Tit-Bits*.

"The Train Dispatcher" has the following on its editorial page which does not seem to need elucidation:.

Official Notice.

The determined antagonistic attitude of certain of the railroad officials against members of the Order, and the Order, has compelled its executive officers to place themselves and the organization upon the defensive until such time as the train dispatchers will be allowed to enjoy the rights of a citizen of this country, retain his position, and at the same time carry insurance in whatever institution he may desire, in order to protect his family.

The Order has now grown to such a prominence that simply because a few men, hidden behind mammoth wealth, undertake to tear down the institution,

or desire that it be not in existence, it is not going to tolerate longer any attacks, neither is it the intention to permit any of those acts which we hold to have been unlawful and which have heretofore been committed against members of the Order and against the stability of the Order, to be overlooked.

Every law on the statute books of any state or of the nation which will relieve the members or the organization of these vicious attacks will be resorted to. There should not be, and there must not be, any back down; application will be made to the courts as fast as all the evidence can be gotten in, and the government will be asked to protect the members and their organization.

During these proceedings the Grand chief and the secretary of the Order will be men who are not employed by any railroad company under the jurisdiction of the United States courts, thus eliminating anything which might prove injurious to the most rigid prosecution of all cases, or to the member who, were he to remain in the executive chair and our cause be lost, would naturally receive unjust condemnation.

Brother J. A. Bowen is the executive officer of the Order; secretaryship remains the same.

The following seems to be "common ground" in which President Roosevelt and Dr. Long might agree:

A Kid's Natural History.

This is a chicken. He chickens is called roosters 'cause they roost at night, and she chickens is called hens 'cause they live in a hennery. Chickens has mixed ancestors. One hen lays an egg and another hatches it. Who's the mother? Maybe the egg gets put in an incubator and the chicken is born an orphan, which is tougher. Roosters is Mormons and have many wives. Spring chickens is born in the spring, but if you get them in boarding houses it's hard to tell just how many springs they've seen. Roosters is only ornamental, and their recreation is crowing and fighting. Hens is very useful and lays eggs and raises large families for us to eat. Chicken croquettes is no relation to chickens. Colored people is superstitious for chicken.—Eddie.

The following from the Florida Times Union speaks for itself. Announcement is made of the appointment of E. Cliff Cohen as traveling passenger agent of the Atlantic Coast Line.

Mr. Cohen has long been identified with the Atlantic Coast Line through Virginia and the Carolinas, and if the

traveling public is any judge, was one of the most popular passenger men in that section.

The Atlantic Coast Line is making a strong bid for the Jamestown exposition travel. Double daily service and quick time, Mr. Cohen has made a special study of the situation, having been on the ground the greater part of the time during the construction of the exposition, is therefore, in position to give Atlantic Coast Line patrons full benefit of his knowledge, which in his usual old way will be graciously granted.

We welcome Mr. Cohen in our midst, and hope the longer he stays the better he will like it.

Hyacinth and Onion.

There was a purple hyacinth
That worried day and night,
Because it had a firm belief
It was an onion white.

And then an onion white, within
That garden's labyrinth,
Most fondly fancied that it was
A purple hyacinth.

The hyacinth that thought itself
An onion was not sad;
The onion that was sure it was
A hyacinth was glad.

'Tis so; we're happy or cast down
Anent our earthly lot;
When we think we're not what we are,
Or are what we are not.

[R. K. Munkittrick in "Success Magazine."]

What is Money.

To the query, "What is money, anyway?" the following answers are made: Money is the loudest sound in the voice of life.

The most effective substitute for brains. A provider for everything but happiness; a passport to everywhere but heaven.

Something that always gets the glad hand.

Money is the most difficult road to cultivate.

The best talking machine. That which women look for while men sleep.

A curse to some that have it and a curse to all that haven't.

What the rich don't need and the poor don't get.

The breath of business.

The antidote for poverty.

That which speaks a language we can all understand, but in which few are able to converse.—Bulls and Bears.

Convict Labor.

[Items gleaned from the twentieth annual report of the United States Commissioner of Labor.]

Convict labor produces goods to the value of \$35,000,000 annually.

More convict-made goods are produced in Missouri than in any other state.

Blacksnake whips, whip-lashes and riding quirts are practically all prison-made.

About half of the prison-made wares are produced under the "contract system."

The value of the food consumed annually by a convict is, on the average, \$51.37.

The average cost of guarding and attendance for a convict for a year is \$56.55.

One prison contractor owns and controls the clothing output of eight prisons in six states.

The average annual product of convicts exploited under the prison contract system is \$984.

To produce with outside labor a year's output of prisons, would require \$11,915,429 in wages.

Penal and reformatory institutions have invested \$4,500,000 in machinery used by convicts.

Ninety per cent of the trees or frames for riding saddles made in the United States are prison products.

In Alabama, Florida, Mississippi and Virginia, convicts are so worked as to be a source of profit to the state.

It is estimated that in productive efficiency three outside laborers are equal to five convict laborers, on an average.

Over 50,000 convicts are engaged in productive labor in 296 penal and reformatory institutions in the United States.

Practically all the wood-bound cooperage used by Chicago meat packers is supplied by prison contractors and made by prison labor.

About one-third of convict-made goods are disposed of in the state where made, the remaining two-thirds being sold outside the state of production.

The volume of prison-made scrubbing brushes and shoe brushes is so great as virtually to have driven the outside manufacturers of these goods out of business.

The average daily wages of outside male laborers performing work similar to that of a convict is \$1.31½. The average daily wages of outside female laborers performing such work is \$0.82½.

George Hill of the Fowler Packing company was formerly in the railroad business here.

"One of the oddest experiences I recall," said he, "was a 'cross' made by one of our freight conductors. Leaving Kansas City one day he had in his train a car of horns for Amsterdam loaded in car N. C. L. 2662 and a car of bones for Havana in car N. C. L. 2626. In checking the way bills against the switch list he came across, simultaneously, the waybill for the former car and the listed number of the latter. Taking for granted that a clerical error had been made he changed the waybill to agree with the car. Further along in the matching up process a corresponding change was made with the other waybill. The result of the conductor's industry became known three weeks later and considerable embarrassment was caused when it was discovered that the horns for Holland found their way to Cuba and at last accounts there was offered for sale at a sacrifice in the quaint old Dutch Capital one car of bones."

ONE BROWN.

Smile.

Smile a while;
While you smile,
Another smiles,
And soon there's miles
And miles
Of smiles;
And life's worth while.
If you but smile.

—JANE THOMPSON.

OBITUARY

- AGNEW—Brother J. A. Agnew, Division 487, Ravelstoke, B. C.
 BAKER—Brother A. N. Baker, Division 281, Pittsburg, Pa.
 BAILEY—Brother G. H. Bailey, Division 369, Parkersburg, W. Va.
 BINGHAM—Brother F. M. Bingham, Division 356, Great Falls, Mont.
 BOOZER—Brother S. P. Boozer, Division 218, Savannah, Ga.
 BOWERSON—Brother J. Bowerson, Division 154, Binghamton, N. Y.
 BROWN—Brother J. C. Brown, Division 192, East Saginaw, Mich.
 BUTLER—Brother A. E. Butler, Division 181, Chillicothe, Ohio.
 BYCROFT—Brother R. Bycroft, Division 73, Ashtabula, Ohio.
 CASWELL—Brother C. G. Caswell, Division 304, Canton, Ohio.
 CORNELIUS—Brother W. T. Cornelius, Division 84, Perry, Iowa.
 DYAR—Brother W. L. Dyar, Division 482, Cedartown, Ga.
 GILLESPIE—Brother J. D. Gillespie, Division 45, Oneonta, N. Y.
 HALLAM—Brother H. B. Hallam, Division 281, Pittsburg, Pa.
 HERNDON—Brother G. R. Herndon, Division 53, Dennison, Tex.
 HILL—Brother G. E. Hill, Division 413, Boston, Mass.
 HOLZEMER—Brother W. A. Holzemer, Division 387, Wabash, Ind.
 HUDLER—Brother, J. Hudler, Division 159, City of Mexico, Mexico.
 KIMBROUGH—Brother J. L. Kimbrough, Division 57, Fort Worth, Tex.
 KNEPPER—Brother B. C. Knepper, Division 172, Altoona, Pa.
 LEVESQUE—Brother T. Levesque, Division 130, Levis, P. Q.
 MINEHAN—Brother J. D. Minehan, Division 350, Seattle, Wash.
 MURPHY—Brother M. Murphy, Division 204, Philadelphia, Penna.
 MCLENDY—Brother T. C. McLendy, Division 180, Atlanta, Ga.
 MCCLURE—Brother W. N. McClure, Division 87, Bloomington, Ill.
 PARKS—Brother W. D. Parks, Division 413, Boston, Mass.
 PRATT—Brother W. F. Pratt, Division 413, Boston, Mass.
 PRATT—Brother J. L. Pratt, Division 117, Minneapolis, Minn.
 PRENTIS—Brother M. T. Prentis, Division, 83, Galesburg, Ill.
 PROTEXTER—Brother E. R. Protexter, Division 428, Monclova, Mex.
 REED—Brother R. R. Reed, Division 123, Macon, Ga.
 RHODES—Brother C. J. Rhodes, Division 203, Truro, N. S.
 ROCKFELLOW—Brother A. G. Rockfellow, Division 56, Albany, N. Y.
 SEAMAN—Brother C. Seaman, Division 415, Sapulpa, I. T.
 STEVENS—Brother L. Stevens, Division 26, Toledo, O.
 SUGARS—Brother C. R. Sugars, Division 290, Paducah, Ky.
 TRUAX—Brother J. Truax, Division 307, Elizabeth, N. J.
 WAISMAN—Brother J. R. Waisman, Division 139, Knoxville, Tenn.
 WILLIAMSON—Brother E. G. Williamson, Division 457, Atlanta, Ga.
- BIDDLE—Wife of Brother W. S. Biddle, Division 26, Toledo, Ohio.
 BUCHANAN—Father of Brother S. B. Buchanan, Division 398, Del Rio, Tex. and
 of Brother Geo. Buchanan, Division 432, Monterrey, N. L. Mexico.
 CORCORAN—Mother of Brother J. W. Corcoran, Division 53, Dennison, Tex.
 DANIELS—Daughter of Brother C. L. Daniels, Division 180, Atlanta, Ga.
 FERGUSON—Mother of Brother K. G. Ferguson, Division 139, Knoxville, Tenn.
 GORE—Wife of Brother C. E. Gore, Division 231, Vicksburg, Miss.
 KILLINGER—Wife of Brother S. O. Killinger, Division 26, Toledo, Ohio.
 LANTZ—Mother of Brother L. A. Lantz, Division 397, Covington, Ky.
 LOOP—Wife of Brother M. A. Loop, Division 26, Toledo, Ohio.
 RITTER—Wife of Brother W. L. Ritter Division 26 Toledo, Ohio.

THE RAILWAY CONDUCTOR

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

General Information Relative to Mutual Benefit Department.

Assessment No. 471 for death of A. N. Baker, May 28, 1907, and Assessment No. 472 for death of H. B. Hallam, May 28, 1907. See Article 27, Laws Governing Mutual Benefit Department.

BENEFITS PAID FROM APRIL 1 to APRIL 30, 1907, INCLUSIVE.

BEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
4410	W. G. Flanagan	395	2423	C	\$3000	Death	Pneumonia
4411	W. H. Robinson	138	913	B	2000	Death	Tuberculosis
4412	A. M. Frontis	318	10396	B	2000	Death	Appendicitis
4413	B. W. Babcock	253	10133	B	2000	Death	Loss of Arm
4414	A. L. Wilkerson	364	8338	B	2000	Death	Gangrene of Bowels
4415	T. W. Dowhen	46	8759	A	1000	Death	Pneumonia
4416	James Farrell	44	6132	C	3000	Dis.	Loss of Arm
4417	David Welch	303	69	A	1000	Death	Cystitis
4418	T. J. Kerr	289	7344	A	1000	Death	Blood Poisoning
4419	J. A. Kaley	107	8550	B	2000	Death	R. R. Accident
4420	J. H. Shuley	326	11345	B	2000	Death	Accident
4421	A. S. Fry	172	11022	B	2000	Dis.	Loss of Leg
4422	W. J. Welsh	47	10596	A	1000	Death	R. R. Accident
4423	H. W. Swickard	83	4074	B	2000	Dis.	Loss of Leg
4424	E. C. Conroy	364	2366	A	1000	Death	Apoplexy
4425	E. R. Nelson	103	7350	A	1000	Death	R. R. Accident
4426	C. W. Seamonds	76	191	C	3000	Death	Pneumonia
4427	J. D. Collard	60	908	B	2000	Death	Locomotor Ataxia
4428	R. M. Carson	296	2482	A	1000	Death	Pneumonia
4429	Jno. Lacey	93	7011	B	2000	Death	Septisemia
4430	L. Callow	498	8517	B	2000	Death	Pneumonia
4431	W. W. Mitchell	209	12159	A	1000	Death	Endocarditis
4432	J. B. Brown	334	11419	B	2000	Death	Gun Shot Wound
4433	G. R. Rihard	285	6913	C	3000	Death	R. R. Accident
4434	J. C. Fox	251	4082	A	1000	Death	Paralysis
4435	W. C. Dickey	225	5722	A	1000	Death	Prostatitis with crystals
4436	J. J. Sullivan	265	9913	A	1000	Death	Blood Poisoning
4437	C. P. Heil	103	3548	A	1000	Death	Neurotic Poison
4438	Walter Downer	100	10751	B	2000	Death	Ante Toxemia
4439	M. Y. Norton	2	3708	C	3000	Death	Pulmon Tuberculosis
4440	W. F. Bennett	.....	2862	C	3000	Death	Disease of Liver

NUMBER OF MEMBERS ASSESSED.

Series A, 12,378; Series B, 15,329; Series C, 7,505; Series D, 494; Series E, 56. Amount of Assessment Nos. 471-472 \$135,614.00

FINANCIAL STATEMENT.

Received on Mortuary Assessment to April 30, 1907.....	\$9,329,168.15
Received on Reserve Fund Assessment to April 30, 1907.....	493,783.47
Received on Expense Assessment to April 30, 1907.....	123,155.80
Received on Applications, etc., to April 30, 1907.....	134,666.89
	\$10,080,774.31
Total amount of Benefits paid to April 30, 1907.....	\$9,132,567.00
Total amount of Expenses paid to April 30, 1907.....	250,039.05
To the Credit of Mortuary Fund, April 30, 1907.....	196,601.15
To the Credit of Reserve Fund, April 30, 1907.....	493,783.47
To the Credit of Expense Fund, April 30, 1907.....	7,783.64
	\$10,080,774.31

EXPENSES PAID DURING APRIL.

Fees returned, \$26.00; Sundry expense, \$33.23; Postage, \$356.00; Stationery and Printing, \$70.95; salary, \$767.50; Legal, \$613.19.

W. J. MAXWELL, Secretary.

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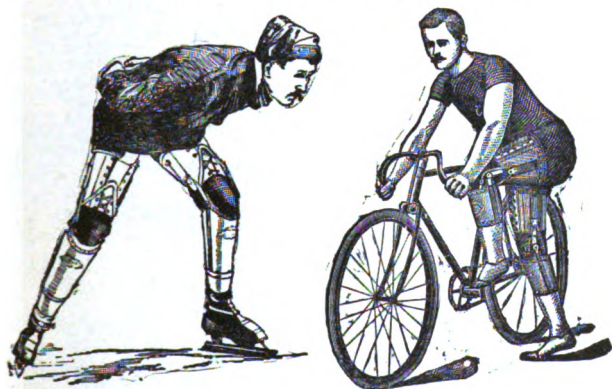
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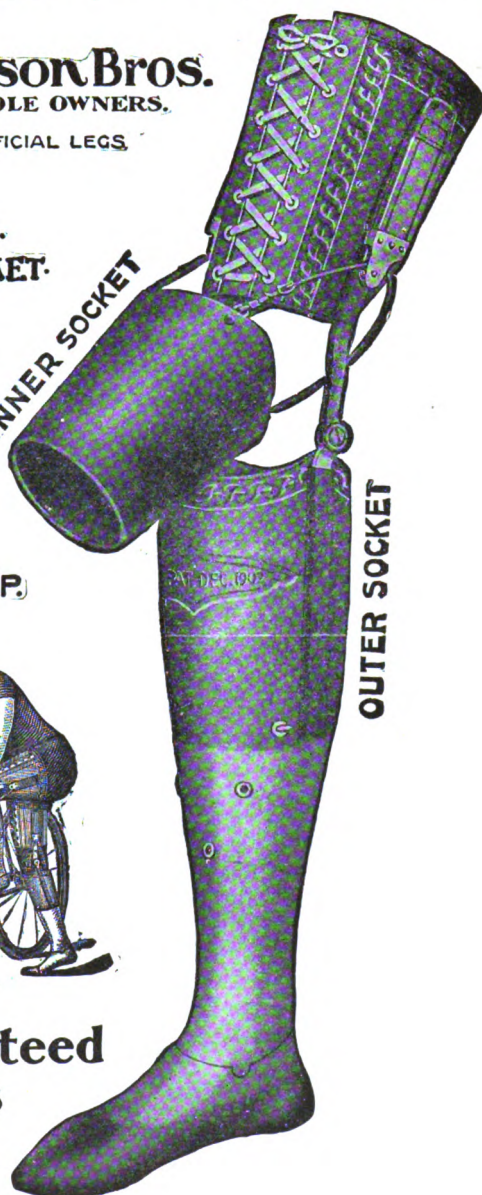


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The RAILWAY CONDUCTOR

VOL. XXIV.

CEDAR RAPIDS, IOWA, JULY, 1907.

No. 7.

III. Socialism.

Address Delivered at Columbia University, Friday, February 15th,
by W. H. Mallock, M. A., of England, in Co-operation with the
Public Lecture Bureau of the National Civic Federation.

The cardinal fact on which I insisted in my last address was this, namely, that popular socialism which seeks to realize itself by an exclusive appeal to the majority, bases itself on a theory of production according to which all wealth is the product of those faculties which the majority must always exercise in order to sustain life, in respect of which all normal men are substantially, if not absolutely, equal, and which in all socialistic discussions are indicated by the common name of labor—the labor of an average pair of hands, directed by an average mind—the mind of the laborer himself. And this doctrine is emphasized by the further more detailed contention that the value of every commodity is determined by the number of hours of average labor embodied in it, one hour of the labor of any one man being equal in economic productivity to one hour of the labor of any other man. I pointed out, further, that this doctrine, in spite of many objections to it which ordinary common sense suggests, has continued to be accepted by thoughtful people, who otherwise might have been expected to reject it because, it really is, as Karl Marx claimed that it was, deducible from the analysis of production which still finds its place in the text-books of the orthodox economists. The economists recognize land, or the powers of nature, and also capi-

tal, or the nonhuman implements of production, as factors in the productive process; but the only human agency which they recognize in having operation, they, like the socialists, indicate by the name of labor.

The orthodox economists, however, differed from the socialists in one thing. In a wholly unanalyzed, unsystematized and parenthetic way, they recognized that there were certain exceptions to their doctrine that the productive efficiency of all men, hour for hour, was equal. Mill, for example, observes that the chief agent in progress is the enlargement of speculative knowledge; and he adds that it is difficult to set any bounds to the productivity of mere thought. But though the orthodox economists make many admissions of this kind, as concessions to common sense, they make no attempt to invest them with any precise meaning. They continue to call all productive effort by the common name of labor, the productivity of which is measured by the common standard of time; and even if occasionally they recognize that this formula is not complete, they have allowed themselves no language by which it is possible to amend it.

Such being the case, what I endeavored to make evident was that this mass of human effort which the orthodox economists, and the socialists following them,

grouped together under the common name of labor, is in reality not one sort of effort, but two; that these two differ from one another not only in degree but in kind—in the essential method of their operation: and that if we apply the name of labor, as the socialists do, to one—namely, to average manual industry—it is absolutely necessary for the purposes of any thought and argument, to apply some other and contrasting name to the other. To the other I proposed, in a special and technical sense, to apply the name Ability; and the essential difference between the two I pointed out was this, that whereas labor meant the faculties of the individual applied to his own labor, Ability consists of the intellectual faculty of direction, applied by one man simultaneously to the direction of the manual labor of any number of other people. Among the various illustrations which I gave of this fundamental fact, I may recall to your minds the simplest—namely, that of a printed book. We may have two editions of two books, printed equally well; but one book will be worthless, and no one will want to buy it; while the other will be bought eagerly, and will interest or enlighten everybody. What makes the difference between a pile in the bookseller's warehouse of ten thousand copies of the one book and ten thousand copies of the other? Not the labor of the printer's, for the quality of that is in both cases the same. What makes the difference is the qualities of the two manuscripts, in accordance with which the compositors have arranged their types. The manuscript, in short, constitutes a series of minute directions, by which every successive movement of the compositor's hands is directed—now a few inches to the right, now a few inches to the left. And the same is the case with all production which rises, and in proportion as it rises, above the comparative sterility of labor, when working in undirected isolation. The diagrams of the inventor, the abstruse formulæ of the chemist and the mathematician, bear the same relation to modern production generally

that the mind and manuscript of the writer bear to the printed book.

This was the substance of what I urged when I spoke last; and for the sake of clearness I have thought it well to repeat it. I will now proceed to a further point—a point singularly interesting and instructive, and one which to many people will very possibly be surprising. When I began with discussing what definite socialism really is—what it is as a scheme of society radically different from that now existing—I identified it with the economic theory of Karl Marx, who is called by the socialists still the father of scientific socialism, and whose theory is still the basis of all popular socialistic agitation. During the last fifteen years, however, socialists of the more thoughtful kind have been compelled in intellectual honesty, and also by the force of facts, to recognize and admit that the so-called science of Marx was by no means so complete and invulnerable as it was supposed to be at first. For example, the doctrine to which Marx rigidly bound himself—that under the capitalistic system wages could not possibly rise, that the middle classes would be rapidly crushed out by it, and that, while the fortunes of the rich increased, their number would diminish—has been notoriously disproved by facts. The supposed infallibility of the father of scientific socialism regarded as a scientific prophet, has then therefore received a very severe blow, not, indeed, among the street missionaries of the party, but among its more intelligent, candid, and far-seeing thinkers. But this is not all. Not only have his predictions as to the necessary course of society been recognized as fallacious, but his analysis of production itself, and his doctrine that ordinary labor is the sole productive agency has, of late, in a cautious and not too definite way been abandoned by them, and they have actually come to admit as a true, though unanalyzed, generality, the truth on which I am myself insisting—namely, that in the production of modern wealth a second factor is involved, other than manual

labor, and which, somehow or other, must be placed in a different category. They have come to admit, further, that, whereas labor is the faculty of the many, this other faculty of production is essentially the faculty of the few; and, lastly, the more thoughtful socialists who have expressed themselves in the English language have agreed with me in calling this faculty Ability.

Among the socialists of to-day who have taken this new departure it will be enough for me to mention Mr. Bernard Shaw and his close ally in the dissemination of socialistic literature, Mr. Sidney Webb. Thus, of two men dealing with the same labor and capital, one will, in accordance with his ability, insure the production, of five times as much wealth as the other. Indeed, he adds in a sentence singularly inconsistent with his formal gospel as a socialist, but singularly consistent with his success as an individual playwright, "Socialism will be the paradise of Ability." Here again is a statement by Mr. Sidney Webb, to which I shall have occasion to refer more particularly hereafter. When socialism has disposed he says, of the monopoly of capital, there still remains to be dealt with one monopoly more—the monopoly of "business ability." How business ability operates he makes no attempt to inquire; but he recognizes its importance, all the same, as an element distinct from the labor which is alone recognized by Marx.

I propose, then, to call the socialists of the school of Mr. Sidney Webb, which represents a distinct advance on the crude socialism of Karl Marx, by the name of the New Socialists. It must, however, be observed that, though they have to a great extent modified the basis on which the socialism of Marx rested, they insist that they have in view the same practical end—namely, a complete redistribution of wealth in such a way that every man shall receive an absolutely equal portion. I have already quoted a passage in which Mr. Webb insists on this. No scheme, he says, of society is truly socialistic which does not abolish all economic inequal-

ities, and which will not do away with the possibility of their ever arising again.

Now such being the case, the New Socialists—the more thoughtful socialists of today, have come to perceive that they have a new task before them. The original argument of socialism—and it still remains the only popular argument—was that the majority, or the manual laborers, ought to possess all wealth, and possess it in equal quantities, because they alone produce it, and each laborer produces the same amount. Popular socialism, in short, is an appeal to the general principle of justice, which is assumed as self-evident, that each man is entitled to enjoy whatever he himself produces. But now that the New Socialists, such as Mr. Webb, have been forced to make the admission that the ability of the few is a productive agent, no less than the labor of the many, and that consequently some men contribute more to the productive process than others, their main preoccupation of late has been to formulate a line of argument by which the practical effect of their recognition of ability may be minimized, and the able few, though they produce more than the many, may be shut out from any unequal claim on the products. I am, therefore, going to ask you to consider the kind of reasoning to which the New Socialists, for this purpose, betake themselves. In certain respects it forms a very interesting study; for it mainly consists of arguments which they found already prepared for them by a variety of distinguished thinkers who had nothing to do with socialism.

These arguments divide themselves into four classes. They all turn on the nature and the effects of those superior efficiencies which distinguish the few from the many, and to which, in the economic sphere, we are giving the name of Ability.

One class of arguments consists in the contention that, though all the advances made in man's productive powers may have originated in discoveries made originally by exceptional men, yet each discovery, when made, really

becomes common property, and the increment due to it would, apart from artificial restrictions, pass over to the human race at large.

A *second* class of arguments insists that the superiorities in question are really much smaller than their effects would seem to indicate, that they are also much more numerous, and that were opportunity equalized, the supply of them would be greater than the demand.

A *third* class of arguments, while admitting that the inequalities between man and man are really great, and that men of the highest efficiency are not any commoner than they appear to be, insists on the fact that they are effective only through their environment, which itself is what it is only through the ages that have preceded it.

A *fourth* class of argument, which is a variant of this last, deals with the nature of the individual superiorities themselves, and insists on the fact that they are due to the development of the community in the past, and should therefore be at the disposition of the whole community in the present.

I will now take these four classes of argument in order: and we shall see that though they all of them contain an element of truth they are all alike vitiated by imperfections and curious confusions of thought which, in their present application, render them practically valueless—I will venture to say nonsensical.

Let us begin with the argument, so constantly urged by socialists, that inventions and discoveries once made become common property. In certain cases this is true. The best example of such a case is the discovery of fire. Even if we suppose that the first man who discovered how to light a fire was incomparably cleverer than his fellows; but as soon as the method of lighting a fire was made known to them the fool could light a fire just as well as the genius. But the inventions, the discoveries, and the knowledge which thus become common property are only those of the simplest, and of a very limited kind. In proportion as knowledge advances, and

its application to industry becomes more various, complex, and efficacious, industrial inventions and discoveries no more become common property than assimilated and encyclopedic knowledge about all conceivable subjects becomes the property of everybody who buys an encyclopedia; or than Newton's mastery of mathematics communicates itself to every urchin who can do an addition sum. It is perfectly true that the acquirement of new knowledge by one discoverer enables other men to acquire who might never have acquired it otherwise; but as the acquisition of the details of knowledge increases, the number of details involved in the process of progressive industry increases likewise, is accompanied by an increased difficulty in acquiring and assimilating all; and, that this is so, is illustrated by the notorious fact that so many of those pre-eminent as mere speculative inventors and discoverers are notoriously helpless in giving their inventions and discoveries effect in the world of actual industry. Or to turn to the case of men of ordinary intelligence, any mechanic could, after half an hour's attention to the subject, comprehend the general principles involved in a cantilever bridge; but to construct one of the steel bridges of enormous span, which now throw their arms across our great rivers and estuaries, demands an assimilation of multitudinous knowledge which taxes the genius of the greatest engineers of the day. For the practical man, no less than the philosopher, living knowledge lives only in the individual mind; and it exists there only in proportion as the living mind combines a multiplicity of facts into an organic and operative whole. In other words, the kingdom of knowledge is like the kingdom of Heaven. From generation to generation the violent take it by force; and it is only the violent—or the men of exceptional capacity—who are able, in any comprehensive way to take possession of it at all. Apart from the individual minds which master, combine, and appropriate them, what the socialists mean by knowledge and discoveries once made or acquired is comparable to a river which

flows by the side of every member of the community alike, in proportion as the minds dip the water up; and the difference between the average mind and the exceptional is not made less by the fact that they both owe much to the knowledge already acquired by others any more than the difference between a barrel and a wineglass is lessened by the fact that both of them are filled from the same stream.

And now let us come to the second class of arguments, which seeks to eliminate the difference between the exceptional mind and the ordinary, not by insisting that the latter appropriates the triumphs of the former as soon as these have been accomplished, but by representing the difference between the two as being, in its nature, slight, and as due to the accidents of opportunity rather than to natural differences. And here I am glad that we shall find ourselves dealing with contentions which are not used by socialistic thinkers only, but which have rather in the first instance been borrowed by them from philosophers who were either opposed to socialism, or who did not even have it in contemplation. For it will thus be evident that I am not, for controversial purposes, trying to misrepresent those whose position I am more particularly criticising. In dealing then with the contention that the congenital differences between the average many and the exceptionally gifted few are in reality slight, and of no very great significance, I will take this contention as expressed in a philosophical form by two eminent thinkers outside the socialistic camp. The first of these shall be Mr. Benjamin Kidd, whose work "Social Evolution" has probably enjoyed a wider circulation than any work of the kind that has been published during recent times. Mr. Kidd says that the smallness of the differences between one man and another is proved by the fact that, whenever any great discovery or invention has been made, it has nearly always been made simultaneously by several persons working independently of one another, the man

who gets the honor of the discovery or the rewards arising from the invention owing his fortunate position to luck at the last moment. Thus, says Mr. Kidd, "the differential calculus, the invention of the steam engine, the methods of spectrum analysis, the telegraph, the telephone, as well as many other discoveries," have all been arrived at in this way. The name of one man is popularly associated with each of them, but in each case there have been so many others whose achievement has been the same as his. The class of fact to which Mr. Kidd alludes is notorious; but how does it tend to substantiate the proposition which he aims at proving—that the differences between exceptional men and the mass of their contemporaries is slight? The fact of his thinking that it does so is a most curious and instructive illustration of the carelessness with which many of the most honest and serious thinkers will allow themselves to reason when they deal with social subjects. The fact that half a dozen, or even twenty or thirty men should arrive at the same time at the same discoveries independently no more goes to show that all men are approximately equal in intelligence than the fact that half a dozen race horses pass the winning post within a few seconds of one another proves that every cart horse or donkey that moves upon four legs has an equal chance of winning the Derby or the Grand Prix. That more men than one should reach at the same time the same discovery independently is precisely what we should be led to expect when we consider what that discovery is. The facts of nature which form the subject matter of the discoverer are in themselves as independent of those who discover them as an Alpine peak is of those who attempt to climb it; and the fact that a number of men reach the same discovery at once does no more to suggest that the mass of their contemporaries could have reached it than the fact that half a dozen of the most intrepid cragsmen in the world reach during the same year some hitherto unascended summit proves that the same feat could have been ac-

complished by any man or boy in the street who would be made sick and giddy by a precipice of twenty yards.

We will now take another exposition of the same doctrine, and this shall be from a writer whose advocacy of it is far more surprising than Mr. Kidd's. I refer to Lord Macaulay. In Macaulay's criticisms of the English poet Dryden there occurs the following passage: "It is the age that makes the man, not the man that makes the age. The inequalities of the intellect, like the inequalities of the surface of the globe bear so small a proportion to the mass that in calculating its great revolutions they may safely be neglected." No doubt for those who study the revolutions of our planet as astronomers the inequalities of its surface are small and practically negligible; but because they are nothing to the astronomer it does not follow that they are nothing to the engineer and the geographer. And a similar observation holds good with regard to the inequalities of individual efficiencies, when considered in connection with practical economic problems. The practical economist, and more especially the socialist, does not look at the human race from the remote and detached standpoint of the social astronomer. They look at it from the near standpoint of the social geographer and engineer. They—and especially the socialists—are not content to concern themselves with the human race as a whole. They are concerned with advancing certain claims on behalf of one portion of it as contrasted with another portion. To the astronomer the Alps may be a mere meaningless excrescence; but they were not so to Hannibal, or to the makers of the Mont Cenis tunnel. What to the astronomer are all the dikes of Holland? But they are everything to the Dutch between a dead nation and a living one.

This last illustration is especially valuable because it concentrates our attention on a fact which, in the domain of economic production is specially apt to be overlooked—namely, that the extent and the importance of the superiority of some men to others is measur-

able by one standard only—namely, the practical effect which some men produce, and which other men are unable to produce. When moral matters are a question, we measure a man's worth by what he is. In practical matters we measure his worth by what he does. If one Dutch engineer were unable to construct a dike, the top of which would reach above the level of the high tides, his work would be useless. He might as well have built no dike at all. If another engineer were able to carry the work a yard or even a foot higher, he would have accomplished everything, whereas the other would have accomplished nothing.

So much then, for the philosophic or speculative attempts at minimizing the degrees and importance of the intellectual inequalities of mankind. In the purely speculative sphere they may have some meaning; but in the practical sphere they have none.

There still remains, however, an argument, urged with the same purpose, which is very frequently used, and which bases itself not on theories, but on assumed facts. I mean the argument that, no matter how considerable the interval may be between the congenital powers of the exceptional man and the average man, the former are really much commoner than they seem to be, and that with an extension of opportunity the supply of them would be indefinitely increased. Now the first thing to note is that, even were this contention true, it would not point to the possibility of ever establishing the economic essential to the Utopia of the socialists. It would merely point to the possibility of establishing a more numerous economic oligarchy.

The question, however, which I here will ask you to consider is not the consequences of this contention, if we admit it, but the question of how far it receives any countenance from facts. Accident and opportunity may do much in individual cases to make one man of talent succeed, and another, whose gifts were congenitally equal, fail. But what here concerns us is not the exceptions, but the rule. In a broad and general

way, does the equalizing of opportunity result in an increased development of the higher forms of talent? In connection with this question we have abundant experience to appeal to. Of the greatest religious teachers that the world has ever known, the one was the son of a king, the other worked as a tent maker; but since the days of Gautama and Paul of Tarsus, have the great religious teachers borne any proportion to the number of tent makers or the number of king's sons? Or let us take any college of music. The opportunities of all pupils, when once admitted to it are equal; but out of every thousand aspirants who profit by the same instructors, does every year provide us with a hundred Melbas or Paderewskis? An even better example, perhaps, is provided us by the French army, in which, since the days of Napoleon, every private has carried the field marshal's baton in his knapsack. Has the past century in France produced a crop of Napoleons? Look at the career of Boulanger. If ever opportunity was offered a man, opportunity was offered to him. He had everything in his favor except the power to make use of anything. No doubt the extension of opportunities of a certain kind may enable all to acquire powers which were once the monopoly of the few. Thus today almost everybody possesses the power of writing; but we have not produced millions of great writers—thinkers like Kant or Bacon, poets like Goethe, or novelists like Dickens or Balzac. The general effect of a greater equalization of opportunity resembles the effect of some subterranean force which raised the whole of Switzerland a thousand feet higher above the sea level. The general rise in relation to the sea level would be considerable; but Chamounix would be no nearer to the summit of Mount Blanc than it is.

Let us now pass on to that further class of arguments which aim at minimizing the importance of exceptional talents by contending that they would be wholly ineffectual apart from their social environment. And here again we are not dealing with socialistic

thinkers only. Indeed, the writer who has expressed this argument with most force and precision was, so far as his personal intentions went, one of the most bitter opponents of the entire programme of socialism. I refer to Herbert Spencer. And yet, curiously enough, no one has done more to give currency to the particular argument now in question than he. Let me give you one of the most remarkable passages in which he puts this argument forward. The illustration which he takes is not strictly an economic one, but literary. But it applies to economic production no less than to literature. Let us, says Herbert Spencer, take the case of Shakespeare. "Given a Shakespeare," he says, "and what dramas could he have written without the multitudinous conditions of civilized life around him—the various traditions descending to him from the past, without the language which a hundred generations had developed and enriched by use? A Laplace," he adds, "could not have got very far with his 'Mechanique Celeste' unless he had been aided by the slowly developed system of mathematics, which we trace back to its beginnings among the ancient Egyptians." Herbert Spencer could not have put the socialistic view of the matter more clearly; and the answer to the question which he raises is not only obvious, but contains the solution of the entire problem which we are discussing. It takes the form of a counterquestion. Given the conditions of civilized life, the traditions of England and its language as they were at the time of Queen Elizabeth, how could all these have produced dramas like "King Lear" or "Hamlet," unless England had happened to possess that unique phenomenon, a Shakespeare? All of Shakespeare's contemporaries possessed the same environment that he did, the same language, the same past; but out of these conditions one man alone was capable of eliciting the results elicited by Shakespeare. And the case with Laplace and his great work is similar. The real explanation of the whole difficulty is this. Everyone living at the same time, and in the same so-

ciety, is an inheritor of the past and an absorber of the surrounding present; but they inherit the past and they absorb the present in very different degrees. They inherit the knowledge of the past only according to the degree in which they acquire and vitalize it; the language of the past only in accordance with their own power of manipulating it; the whole gifts of the past and present only in accordance with their power of making these gifts their own. If we want to compare one age with another, then Mr. Spencer's philosophizing is at once just and significant. If we want to compare one man of the same age with another, it is wholly beside the mark, and has no significance whatsoever.

And now it remains for us to consider one argument more, which, taking the existence of exceptional talent for granted, aims at eliminating any exceptional claims that may be founded on it. And here I am afraid that we shall be unable to give socialists the benefit of associating their reasoning with that of thinkers of any other school; for the honor and glory of the extraordinary contention we are coming to belongs to the new socialists, and to the new socialists alone. I will give it to you as formulated in all solemnity, by Mr. Sidney Webb—and I could not take a more favorable example of socialism throwing down an intellectual gauntlet to the world. Mr. Webb is one of those who, though they reject the doctrine of Marx that all productive effort is absolutely equal in productivity, and admits on the contrary, as we have seen already, that behind all monopolies of capital or the means of production there remains the personal monopoly of what he calls business ability, maintains nevertheless no less stoutly than Marx did that nothing is socialism which does not reward all men equally, though it must be conceded that some men produce incomparably more than others. In other words, in proportion as a man is talented he is to get less than he produces; and in proportion as he is stupid he is to get more. Mr. Webb admits that this looks like a moral paradox, and that it requires some intellectual

justification; and the justification put forward by himself and the New Socialists he sums up as follows: Exceptional productive ability has no right to any exceptional share of the products, because—and here I am giving you Mr. Webb's own words—"the special ability or energy with which some persons are born is an unearned increment due to the effect of the struggle for existence on their ancestors, and consequently, having been produced by society, is as much due to society as the unearned increment of rent."

Now here we have one of the most advanced utterances of the new school of socialists, which claims to have raised socialistic doctrine to its highest intellectual level: and we will pay it the compliment of examining it with as much care as it is stated. The idea involved in it is very easy to grasp. The superiority of the man of ability is an inheritance from his superior ancestors; but his ancestors would not have had the superiority which they have handed on to him if it had not been developed in a struggle with contemporaries inferior to themselves. The inferiors were a strop or hone on which the faculties of the superiors were sharpened. The inferiors, therefore, may claim, in virtue of their very inferiority, to have been the joint authors of the superiority of the superiors; and the whole body of society, and not the superiors alone, may claim an equal share in the products of these contemporary men of ability who thus owe their powers to the whole of society in the past. Now to this argument, just as to that of Herbert Spencer and of Macaulay, we may concede a certain speculative truth. We may accept it, indeed, as a speculative platitude; but it has no more application to the facts of practical life than has Macaulay's argument that, because the inequalities of the earth's surface have no significance for the astronomer who is dealing with the earth's revolutions, mountains and seas and valleys have no effect on the life of nations. In order to see this we need merely follow Mr. Webb's example and carry his own logic a little further than he has done

himself. If the inferior competitors who have been beaten by the Ability of the superior are to be credited with having helped to produce the efficiencies by which they were themselves defeated, the French might have said to the Germans at the end of the Franco-Prussian war, "You acquired by fighting us the experience which has enabled you to conquer us. Your strength, therefore, in reality belongs to us, not you; and hence justice requires of you that you give us back Alsace."

And other absurdities follow more fantastic even than this. If the able man of today owes his exceptional productivity to society as a whole, it is to society as a whole that the idle man owes his idleness, and the stupid man his stupidity, and the dishonest man his dishonesty; and if the man who produces much is able to claim with justice no more than the man who produces little, the man who is so idle that he shirks producing anything, may with equal justice claim as much wealth as either.

What relation has all this to practical life? None. Let Mr. Webb try to put his theories into practice, and he will be the first person to disregard them. If, for example, he were advising the London County Council as to what contractor to employ in the construction of some municipal building, he would not recommend a man who had failed three times through incompetence, on the ground that his awful example encouraged other builders to be competent. He would not, if he wanted to catch a train, commit himself to the mercies of a drunken driver, on the ground that the drunkenness of some drivers encouraged the majority to be sober.

Mr. Webb's argument, indeed, is a concentration of that radical error by which all the other arguments, which we have just been considering, is vitiated—namely, the confusion between what is true for the philosopher, who is considering humanity in the mass, and what is true for the practical man, whose sole practical concern is with the different individuals and classes of which the mass is composed; and Mr. Webb's argument is here the most valu-

able of all of them as showing the desperate absurdities into which intellectual socialism is being driven today, in order to hide from itself the consequence of these productive inequalities between men, which in common sense and honesty it can no longer deny.

In spite, then, of all that socialistic logic can do, the hard fact remains that the monopolists of business Ability do, as a practical fact, in a personal and individual sense, that which marks them off from the majority as a practically separate class. But even if we suppose all this to be admitted the arguments open to the socialists are not ended yet. There are others which, if not exactly enabling them to contend that the able minority are to be credited with the production of no more wealth than the majority, yet enable them to secure the question of what the relative productivity of the two classes is; and these arguments are specially deserving of examination, firstly because they have the authority of the most celebrated of the orthodox economists—namely, Mill; and secondly, because, by a consideration of the fallacy involved in them, we shall best arrive at a realization of the hard practical truth. These arguments reduced to their simplest form, come to this—that even if we admit that labor if undirected by Ability, would produce no more than a fraction of the wealth which is produced now, yet Ability in the absence of labor would produce absolutely nothing. And Mill, in the opening chapter of his treatise on political economy, deals with the situation of this kind in a way which is eminently applicable to the exigencies of socialistic theory. "Some thinkers," says Mill, "have debated whether nature or land gives more assistance to labor in one kind of industry than in another; and he goes on to contend that this question is useless and unanswerable. "When two conditions," he says—and this is the classical passage to which I would specially direct your attention—"are equally necessary for producing the effect at all, it is unmeaning to say that so much of it is produced by one and so much by another. It is like at-

tempting to decide which of the factors five or six, has most to do in the production of thirty." And if this contention is applicable to nature and human industry as a whole, it would appear to be applicable to labor and the faculties by which labor is directed, in order to produce wealth of a given amount and quality—or what Mill would speak of as "the effect."

Mill himself brings it forward with special reference to agriculture. Let us, he says in substance, take the products of any farm—symbolizing these, for convenience' sake, as one loaf of bread per acre; and it will be obviously unmeaning to inquire which produces most of each loaf—the field or the farm laborers. Now if there were only one farm in the world, and every acre of this when the same amount of labor was applied to it, would always yield precisely the same produce—that is to say, one loaf—Mill's assertion would be true. The actual state of the case, however, though Mill failed to see this, is different in one essential particular. Acres vary greatly in quality; and if we take four acres of differing degrees of fertility, and suppose them all to be cultivated by an equal amount of labor, we shall find if the poorest yield a product per acre of one loaf, the others, according to their superiority, will yield a product of two loaves, of three, of four. Here, the labor being in each of the four cases the same, and the additional loaves resulting in three cases only, it is obvious that differences between the smaller output and the larger cannot be due to the labor, and yet it must be due to something. It must, therefore, be due to certain qualities present in the three superior acres, and not present in the inferior. In other words, although in producing the loaves, the parts played respectively by land and labor are indefinite and incommensurable, precisely as Mill says they are, so long as the land labor and the product or the effect remain the same, these parts become measurable immediately that the effect begins to vary, and one of the causes, and only one of them, varies also.

And the same criticism is applicable to the production of wealth generally, and the quantities of it which are referable to manual labor on the one hand, and the various forms of Ability by which labor is directed on the other. If man for man the industrial population of a country always produces the same total output of wealth, if relatively to its population the country never got richer, and future laborers and the directors of labor followed always the same routine, the two causes being unvarying, and the effect unvarying also, it would be, as Mill contends, at once impossible and unmeaning, to say that one of the necessary causes contributed more to the total effect than the other. But the principal feature of the modern world which the economist has to consider, is not what Mill calls the effect, or a product which annually repeats itself, but is a series of different effects, or outputs of wealth, which, relatively to the amount of average labor involved in them, has, decade by decade, been increasing for the last hundred and fifty years. Now the capacities of the human being, in point of manual strength and dexterity, have hardly increased since the days of the Greeks and Romans. The handicrafts of the ancient world—as we see by work of the masons who built the Parthenon and the Coliseum—were not inferior to the handicrafts of the best manual workers of today. The average labor, therefore, of any thousand men has certainly not changed its quality in the course of the past five generations. But within that time, in the civilized countries of the world, the output of wealth per thousand of the men engaged in industry is from three to five times as great as it was at the beginning of the period in question. Now, however, this augmented effect is produced even the New Socialists, such as Mr. Sidney Webb, admit that it has two causes—namely, Ability and average labor; and that it is not due, as Marx said, to average labor alone. But, since the average manual power of the average man's hands has undergone no change during the short period in question—

since the mere manual labor of a thousand men today is not different from the labor of a thousand men in the days of our great-grandfathers, and since, on the other hand, it is no less obvious that the Ability by which labor is directed has undergone changes of a very important kind—among these being its increased concentration on the processes of productive industry—it is obvious that the excess of wealth produced per head of the industrial population now over that produced some five generations ago, is due to the cause that has undergone a marked variation, and not to the cause which has practically remained unaltered. Let us turn back to the illustration given by Mill. It is meaningless to inquire which of the two factors, five and six, does most to produce the result thirty. What Mill overlooked was that the kind of result we are concerned in is not a result which can be represented by one number, such as thirty, but a result which was thirty yesterday, and today has risen to sixty, and will be before long eighty, ninety, or a hundred. The question, therefore, is not whether five or six does most to produce thirty, but whether, when the result is raised from thirty to sixty, the increase is due to five, or the stationary number multiplied, or the change in the multiplying number, which will have risen from six to twelve. When the question is put thus, the answer is unmistakable. Labor, or the number five is in short the industrial unit, and directing Ability is the number by which its efficiency is increasingly multiplied—the increment being due to the multiplying number which increases, not the number multiplied, which remains virtually the same.

Let me give you a simple illustration. If there were only one shipyard in the world, and this always contained one thousand workmen, always working under the direction of the same master and if it always took these men one year to build a vessel of a given size and class, we could not divide the vessel into so many separate parts, and say that so many were produced by the labor-

ers, and so many by the men directing them. But if a new master builder for one year took the place of the old, and if the same workmen, working under the new master, produced in that year not one vessel, but two; and further, if in the year following the new master disappeared, and the old master came back again, and the year's work once more resulted in the production, not of two vessels, but of only one as before, then we should be able to say as a matter of common sense with regard to the year during which the two vessels were built, that the second vessel, whatever might be the case with the first, was due wholly to the Ability of the master by whom the labor of the workmen was directed. In other words, the Ability of the director of labor produces as much of the product, or of that product's value, as exceeds what was produced by the laborers before their labor was directed by him, and ceases to be produced by them any longer as soon as his direction is withdrawn.

That this increment of excess cannot, in any practical sense be ascribed to average labor will be yet more apparent if we suppose that the production of it was not beneficial, but criminal. I can explain my meaning best by taking an illustration from the sphere of political rather than of economic activity. A hundred Russian workmen, all of them loyal to the Czar, are, we will suppose, employed by a citizen of Moscow to enlarge a subterranean cellar, and another hundred are employed to fill this cellar with wine cases. A week after the work is completed the Czar is driving by outside, and as he passes the citizen's house is killed by an explosion from below. It is then apparent that the so-called cellar was a mine, and that the so-called wine cases were really filled with dynamite. Now if all those concerned in the consummation of this catastrophe were tried, it is perfectly evident that the part played by the workmen would be sharply separated from that played by the man employing them, and that, although no doubt they contributed something to the result, they contributed nothing to

its essential and criminal elements. It is equally evident that the increment of wealth resulting from the obedience of laborers to injunctions which do not emanate from themselves is produced by the man who gives the injunctions, and not by the men who obey them.

The absolute practical validity of this method of argument and calculation will be yet more apparent if we consider the nature of practical reasoning generally when it takes the form of a discussion as to causes and effects of any kind. In the strict sense of the word "causes," it would plainly be quite impossible to specify fully the causes of any effect—even the simplest. The motion, for instance, of a cricket ball when it leaves the bowler's hand would, in any discussion of the game, be said to have been caused by the action of the bowler's muscles; but the entire antecedents and conditions which have rendered this effect possible comprise not only the action of his muscles on this special occasion, but his whole past training as a cricketer, the history of cricket itself, his progenitors from whom he derived his constitution, the law of gravitation, and, indeed, we may say the whole history of the physical universe. It would be impossible and absolutely useless to take cognizance of all these. When we say, with regard to any practical matter whatsoever, that any one thing is the cause of anything else, we are always selecting that cause out of an infinite number on which, for the purpose in hand, it is practically necessary that we should insist; and the cause on which it is necessary to insist is always distinguished from the others by the fact that, under the circumstances in view, it is a cause or condition which may or may not be present—which we ourselves may introduce or fail to introduce by our own action, or which, if present already, our own action may eliminate; or the presence or continuance of which is for some reason doubtful to us; while those other causes whose presence is assumed by all parties to the discussion, and which no one proposes to take

away, and which no one is able to take away, are passed over in silence, for there is no need to take account of them. Thus we all know that when a house is burned to the ground, the causes of the occurrence comprise the inflammable nature of timber, and, indeed, the whole chemistry of combustion; but if an insurance office is disputing the owner's claim to compensation on the ground that the owner set a light to it purposely, while the owner maintains that a housemaid set it alight by accident, the only causes that will be put forward by the litigants will be, let us say, a lamp, alleged by the owner to have been upset accidentally in the basement, and a match, on the other hand, which is alleged by the agent of the insurance office to have been applied by the owner intentionally to the drawing-room curtains. Here, again, is another case. A man is hanging by a rope, which is fastened to a spike of rock, and he is looking for sea bird's eggs on the face of a sheer cliff. It is suddenly perceived by some of his friends on the summit that the rope is frayed a yard or two above his head. They are anxious for his safety; and if anybody asked them why, they would answer, "Because his life depends on the rope's not breaking." Let us suppose, however, that the rope is perfectly sound, but that the spike of rock to which it is attached shows signs of being about to fall. The man's friends, in that case, will explain their anxiety by saying that his life depends not on the rope, but on the rock. In either case it would literally depend on both, and on a thousand other things as well; but in either case one cause only is mentioned or calls for mention, and that is the cause or factor whose continuance or cessation is alone open, under the circumstances, to any practical question.

For similar reasons, and in a similar sense, the able minority of men who direct the labor of the majority are the true producers of that amount of wealth by which the total annual output, in any given community, exceeds what would have been produced by

the laborers if left to their own devices, whether working as isolated units or in small self-organized groups and controlled by no knowledge or faculties but such as are possessed in common by anyone who can handle a spade or lay one brick on another. The action of the average laborers is no doubt as essential to the production of the increment, as it is the production of a minimum product such as this; but it is not the *cause* of the *increment*, or of the *DIFFERENCE* between the two products, in any practical sense; for while the product changes the labor remains the same, and there is no question of its ceasing unless the laborers cease to exist. There never can be a question of the directing faculties of the few being left alone in a world where there is no compulsory labor—for nature, our eternal taskmaster, is always present with her unrelenting lash; but there is constantly a question, when the security of social institutions is threatened, of labor's being withdrawn from the efficient guidance of ability; or, in other words, of the action of ability being temporarily suspended altogether. *The application or the nonapplication of the directing faculties to the labor of the majority; which is bound to continue in any case—these are the sole alternatives.* When these faculties are thus applied, the output of wealth increases; when their application is interfered with, or ceases, the output of wealth declines; and in only the practical sense of the words, cause or producer, these faculties, or the persons who exercise them, are the true causes or producers of the whole of that portion of the wealth of any community which comes into being with their activity, and disappears or dwindles with their inaction.

Let me give you two examples of this reasoning, as applied to actual facts. One of the commonest occurrences in the world of business is that a great productive industry is developed and prospers under the direction of some talented founder. He dies, and the business passes into other hands, and though it may continue to succeed for some time after his death, owing to

the momentum which his talents had imparted to it, it gradually declines, and is superseded by competitors, whose ability is superior to those of the men who in his own business have succeeded him. Let me now give you an example on a large scale, of the converse process—that in which the ability of the men by whom labor is directed, in spite of individual failures, is on the whole maintained. In Great Britain, at the beginning of the nineteenth century, the average income that would have come to each family, if the entire wealth of the country had been pooled and divided equally, would have been, statisticians estimate, about four hundred dollars, or eighty English pounds. Eighty years later, the total actually paid in wages to manual labor, would, if divided equally, have given each family an income of about four hundred and eighty dollars. Thus wage earners of England as a whole, though they worked for shorter hours, actually divided among themselves more wealth per head than would have been theirs if the entire possessions of every capitalist and landowner had been made over to them in perpetuity at the beginning of the nineteenth century.

Here we have, from the laborer's point of view, a most remarkable object lesson as to the effects of the increasing concentration of Ability on the operations of labor itself. To return to a simile I made use of on a former occasion, the higher the quality and the more intense the action of the exceptional Ability to whose guidance labor submits itself, the larger is the volume of water pumped up into the reservoir from which wealth is distributed to the various members of the community; and so far is Ability today from stealing the water pumped up by itself, that it is by this time appropriating an increasing quantity of the water the supply of which is due wholly to Ability. In other words, though in a great variety of details the existing order of things requires detailed improvement, the whole material source or fund from which material improvements can be drawn, consists in those

additions to the national wealth, and the continued sustentation of additions achieved already, which are due to the activity of that minority, operating by means of capital, whose powers and functions are ignored by the popular socialism of Karl Marx, and whose

means of operation would be taken from them by the socialism of Mr. Sidney Webb.

To this latter question—to the socialism of the new socialists—I shall refer again in greater detail, when I next have the privilege of addressing you.

True Greatness.

BY CAPT. GEO. W. BARBER, SR.

Saul was in many respects a great man, and it is evident that David so regarded him. From this we are told to inquire, "What constitutes true greatness?" It is a well known fact that one's environment and early training determine largely his ideas on this subject. The boy who lives in an unknown and unhealthy atmosphere at home, and who reads only the trashy, sensational literature of the day, has for his ideal of greatness the Sullivan-Corbett type. The opposite conception of greatness is exhibited in the conduct of David toward Saul, his avowed enemy. Instead of rejoicing over his death, by which the road to the throne was opened to him, he mourned and was truly magnanimous in his treatment of the dependent family of his fallen foe.

As nations are made up of individuals, it is perfectly legitimate to seek for elements of greatness in the nation, as well as in the individual. Foremost among the elements which make greatness is freedom. A free people love their homes, and naturally develop qualities of character and sterling manhood which makes them hard to conquer. They are not driven into battle at the points of the officers' swords; but when they deem it necessary to go, they go with calm determination and intelligent loyalty, that will not stop at difficulties, however great. This nation was founded by those who sought free homes in a free land, where they could do their own thinking, and express their thoughts, so long as they respected the rights of others. So through all our history, when occasion has demanded,

the heart of the nation has been true to the basic principle upon which we have builded.

Righteousness is an important element in the building up of greatness. No nation can be truly great that does not recognize the principles of righteousness. "Righteousness exalteth a nation, but sin is a reproach to any people." Square dealing brings its reward in character no less in a nation than in an individual.

A truly great nation is cosmopolitan in its sympathies and beneficence. The commercial spirit is held in subordination, so that when a cry of distress is heard, whether from starving India, or China, or from poor, oppressed Cuba, they do not hesitate to pour out their gold in the one case, or their blood in the other.

Union is an essential element of greatness. The south maintained that the Union was merely a confederation of states, and that any state was at liberty to secede at any time and set up a government of its own. In the north the opposite view prevailed; and seeing the danger of disunion, her sons were willing to sacrifice the comforts of home and even life itself, for the protection of the homes they loved so well. The conduct of our men, both north and south, in all the great battles, and trying scenes of the most bloody conflict, surprised the world. It proved that we have not only "the natural base for the greatest continuous empire the world has ever seen," but that we produce the material with which to build it. Our women, no less than our

men, showed true heroism, and never swerved from the path of duty. Since sectional differences are swept away, a nation producing such men and such women cannot but be great. In the battles of the future the roar of artillery is over, but "peace hath its victories, no less renowned than war." There are battles to be fought; there are victories to be won along moral lines. The man, who for gain, will destroy his neighbor, body and soul, is a greater

enemy to his country than any in days gone by.

If we are to inherit and maintain the patriotism of the fathers, we must contend for a sober and industrious manhood, and for a clean Christian life. The battle is on. The conditions call for moral heroism and unswerving loyalty to principle, in order that our nation may maintain her place at the forefront and do the work God evidently designed her to do.

Address of Hon. E. A. Moseley

Before the Recent Meeting of the Master Car Builder's Association,
Atlantic City, New Jersey

This is the sixth consecutive convention of your Association which it has been my pleasure to attend, and I have so well learned to appreciate the worth of your individual members that I count it an honor to be privileged to address you at these annual meetings. Indeed, my personal acquaintance with the Master Car Builders has become so intimate that I have come to feel almost like one of them. These yearly conferences are pregnant with results of the highest value to the great transportation interests of the country, and I am glad to be able to say something concerning a phase of your work which involves problems that are becoming every year more important.

Since your last convention the question of car shortage has attracted a large share of public attention, and the Interstate Commerce Commission has conducted an extensive investigation into the matter. As you are doubtless familiar with the results of that investigation, I need not touch upon them, but there is one phase of the general subject to which I wish to briefly allude.

In so far as car shortage is affected by the handling of defective equipment, under your interchange rules and local agreements, it is a matter in which you are vitally interested. If the enforce-

ment of your rules unnecessarily delays the movement of cars, the rules should be altered. On the other hand, if detention is caused by the non-observance of rules which, if lived up to, would clearly facilitate the movement of cars, then some method should be devised to bring about enforcement of those rules, both for the public interest and the benefit of the railroads. An honored member of your Association recently called my attention to a paper on delay in the movement of empty cars at terminals, read at the April meeting of the Western Railway Club, by Mr. W. E. Beecham, Car Accountant of the C., M. & St. P. Ry. Mr. Beecham's paper treats of a condition with which we are all more or less familiar, and which loudly calls for reform. I quote him briefly as follows:

"It frequently happens that existing defects are augmented by the switching, and when such a car is returned to the delivering line it is rejected by the inspector and, without any attempt being made to adjust matters, the car is immediately sent back; then commences the shuttle-cock process and before the case of that car is settled it may make many movements between two railroads because one does not want it and the other won't have it—all the while piling up trackage and per diem

for the juggling roads to pay and depriving the owner of the use of his car besides."

Specific cases are cited where three roads paid \$72.50 for the privilege of juggling two empty foreign cars between them, equivalent to throwing so much money away, while the cars were held out of service for a period of two months. Mr. Beecham spoke particularly of Chicago, but the condition he points out prevails to a greater or less extent at all large terminals in the country, and it is mighty expensive for the railroads besides tending to greatly augment the evils of car shortage. And the important point is that the condition is due to failure to observe the M. C. B. rules. As Mr. Beecham well says, "It is apparent that we don't need any more rules or agreements to meet the situation, and that failure to observe the rules and agreements now in effect is the cause of the trouble."

I have called attention to this matter because the charge has been made and reiterated that because of its unnecessary severity in enforcing the Safety Appliance Law the Interstate Commerce Commission is largely responsible for the car shortage, and I want to refute that charge. I have never yet heard of a car being held up and juggled back and forth between two roads on account of safety appliance defects for which neither road cared to assume responsibility. Such work as that occurs only in the case of M. C. B. defects that are clearly provided for in the rules of interchange. It is true that cars are frequently sent back for penalty defects, but in all such cases the defects are promptly repaired and the cars again sent forward. There is no juggling of cars back and forth, and no piling up of trackage and per diem on account of penalty defects. I do not believe an inspector would take chances on treating penalty defect cars in that manner. He would fear that if he did so his road might be called upon to pay penalties in addition to trackage and per diem and he would be asked by his superiors for an explanation that might be hard for him to make. Besides, penalty defects are easily,

quickly and cheaply repaired, and there is positively no reason why cars should be unnecessarily delayed on account of them. As a matter of fact, if all M. C. B. defects were covered by the Safety Appliance Law there would be much less complaint about delay to cars at terminals than there is now and the trackage and per diem charges would not mount up so fast. With knowledge that the handling of cars with those defects laid the roads liable to a penalty would come an adequate system for promptly and efficiently repairing them.

Neither is it true that the Commission has exercised undue severity in its enforcement of this law. Copies of our inspection reports are regularly sent to the managing officers of all roads, so that they may note the conditions of equipment as found by us at regular intervals and observe whether improvement or the reverse has taken place. We have never yet entered suit without giving fair warning and ample opportunity to correct any unfavorable condition that was shown to exist. It is not the purpose of the Commission to enter into a crusade for the collection of penalties, and its inspectors are instructed to use the utmost care and circumspection in filing reports of violations. They have been impressed with the idea that the purpose of the statute is what we are seeking to obtain, and not the imposition of penalties. The Commission has always discouraged the idea that the measure of an inspector's efficiency is the number of violations he may file against carriers, and it is a matter of supreme satisfaction both to the Commission and its inspectors when the ends of the statute can be obtained without prosecutions. I think I may safely say that the members of this Association have had sufficient experience in dealing with the Commission to know that carriers who are honestly and conscientiously endeavoring to comply with the law have no reason to complain that the Commission is unduly severe in its enforcement. We have no wish to collect penalties. It would greatly please the Commission

were its inspectors able to report perfect conditions on all roads, and it is hoped that the members of this Association may in the near future bring about such good conditions of equipment that prosecutions may practically cease.

But there will be no slackening of effort. The expressed determination of the courts is to uphold the law, and through the numerous opinions that have been filed its interpretation in practically all essential particulars has been clearly established. The uniform success that has attended prosecutions is a matter of gratification to the Commission, and demonstrates the care which our inspectors have taken to secure correct information and the high character of the testimony they have furnished in court. In a case decided less than a fortnight past a judge from the bench paid a high compliment to two of our inspectors for their intelligence, and the lucid testimony they furnished on the witness stand. Out of prosecutions for 927 violations of the statute to date, adverse decisions, involving four penalties, have been rendered in but one court. These cases are now pending on appeal to the circuit court of appeals for the eighth circuit. 428 cases are now on the trial dockets, and penalties have been paid for 350 violations.

Of the various defects constituting the basis of prosecution, inoperative uncoupling mechanism constitute a large majority. There are 672 cases of this character. In 22 cases the chain had become kinked in the body of the coupler thus rendering it impossible to lift the lock block. In 92 cases the lock block was either broken or missing. In 5 cases the chain connecting the lock block to the lever was too long, rendering it impossible to lift the lock block. In 76 cases the lever was missing. In 23 cases the lever was broken. In 433 cases the uncoupling chain was disconnected from the lock block, caused by broken links in chain, broken or missing clevis pins. There were 15 cases of link and pin couplers; 21 of inoperative driving wheel brakes on locomotives; 66 cases of failure to have the required percentage of air brakes; 2

broken couplers; 102 missing or insecure grab irons; 21 cases of draw bars either greater or less than the standard height, and 27 cases of cars without couplers fastened together with chains.

The most striking thing about these cases is that in many instances carriers have paid hundreds of dollars in penalties which could have been entirely avoided by the expenditure of a few cents in labor and materials for repairs. One road paid \$1,400 for defects that could have been repaired at a cost of \$6.45; another paid \$1,300 for defects that could have been repaired for \$2.45; another paid \$600 for defects that 80 cents would have fixed; another paid \$300 which could have been avoided by the expenditure of 15 cents. In four typical cases, \$4,900 would have been saved by the expenditure of \$11.97; \$4,200 by \$8.53; \$3,100 by \$7.80, and \$2,900 by \$2.35. A total of 282 violations, involving fines amounting to \$28,200, could have been avoided by the expenditure of \$68.03, or an average cost per violation of 24 cents. These estimates have been made with considerable care from the scale of prices furnished by this Association. They seem to indicate beyond any question of doubt that it is cheaper to repair safety appliances than to pay penalties.

There is still considerable complaint about unnecessary handling of chained cars, and the Commission has often been appealed to for a ruling as to a carrier's liability for handling cars in this condition. It is sufficient to say on this point that the Commission has no power to modify the terms of the statute in any particular. Carriers must in all cases judge for themselves whether or not a particular act is in violation of the law. There is now such a large body of court decisions to refer to that little difficulty should be experienced in arriving at a correct understanding of a carrier's rights under the law in most cases that may chance to arise. The movement of chained cars has been declared unlawful by Judges McPherson, Wolverton, Trieber and McCall. The substance of the holding of these four judges is that the carriers of the country

cannot localize all repairs at one shop of their entire system, but that they must have men and material which can make all these safety appliance repairs wherever there is any likelihood of defects occurring. As Judge Purnell said in his decision in the Atlantic Coast Line case that "The United States is entitled to recover the statutory penalty for violation of the Federal Safety Appliance Act under all circumstances where an injured employe has under that statute the benefit of denial of 'assumption of risk,' " it would appear that the Government has a right to recover penalties for any and all movements whatsoever of defective equipment. As the employe does not assume the risk attending the movement of equipment not complying with the requirements of the law even to a repair point, such risk must be borne by the carrier and met by the employe.

Complaints continue numerous respecting the bad condition of hand brake brakes. With the rapid increase in the use of air the hand brakes have been neglected, and I cannot too strongly urge that more attention be paid to its condition. The hand brake is called into use to a greater or less extent to insure the control of trains in cases of emergency and in special conditions of service. It is also necessary to use it when setting out cars along the road, and in switching movements, especially in gravity yards. Many employes have suffered serious injuries in gravity yards because of defective hand brakes, and to this cause may be attributed much of the damage to cars and their contents which is commonly laid to rough usage or carelessness in switching. Our inspectors still find many hand brakes working opposite to the air brakes. This is extremely dangerous and it has been so repeatedly condemned that it is somewhat surprising to find such a condition existing in any degree at this time.

There is still much to be accomplished in the direction of securing uniform compliance with the Association's standards. Recognizing the need of uniformity, the Commission has endorsed your

standards and endeavored to uphold them in every possible way. Its attitude has practically given your standards for the protection of trainmen the force of law. In view of this condition it seems as though it should be a matter of pride with every member to adhere strictly to the standards which have been agreed to after the most careful consideration. But we find many cases where individuals have accepted their own ideas of equipment, in opposition to standards, although employed by members of this Association who have signified their approval of those standards. This lack of uniformity is particularly noticeable with respect to the application of grab irons. In many cases the practice seems to be to stick them on any old way, just so they are got onto the car, and it is not unusual to find grab irons applied differently on opposite ends of the same car. Uniformity in these matters is greatly to be desired. It is of more importance than the comparative merit of different devices or methods of application. Conceding that a particular method advocated by an individual may be, considered by itself, superior to the standard in point of both safety and convenience, still it cannot be approved if it destroys uniformity. What trainmen want is uniform application. They want to know, when they attempt to use a grab iron, a sill step, ladder or uncoupling lever on any car, that they will find the device in the same location, and applied in the same manner as they would expect to find it on every other car of the same class. This is especially important for the protection of men in switching cars at night, particularly in gravity yards and terminals where large numbers of cars are handled with the greatest possible dispatch.

In this connection I desire to point out the need of a standard uncoupling arrangement for passenger cars. The old style platform arrangement has been found inadequate, because it involves the practice of disconnecting the uncoupling chains in many cases where sharp curves exist, to prevent trains from parting while in motion; also, to

obviate the danger of parting trains by passengers or other unauthorized persons meddling with the levers on platforms. To comply with the law it has been deemed necessary to adopt some device that can be operated by a man on the ground at the side of the car and which will obviate the necessity of disconnecting chains, and in meeting this need devices of various constructions and applications are used. In the interest of uniformity and safety, a standard should be adopted.

While interchange rule No. 36 has conspired with the Safety Appliance law to bring about a considerable increase in the number of air brakes in use during the past year, it is noted that there has been some decrease in the efficiency with which air brake equipment is maintained. The cleaning and oiling of triples is frequently done in a perfunctory manner. In several instances it has been complained to our inspectors, though no positive evidence has been obtained by us that the complaint is well founded, that in certain test yards it is the practice to re-stencil triples that pass the test without cleaning. Too much cannot be said in condemnation of such a practice as this, and wherever the Commission is able to procure direct evidence that it exists vigorous measures will be taken to put a stop to it. Too little attention is paid to the adjustment of piston travel. The efficiency of the brake depends in great measure upon uniformity in piston travel and this is a detail that should be well looked after especially on roads where heavy grades exist. The renewal of leaky packing leathers is also a feature of air brake maintenance that should be given greater attention.

In some portions of the western territory our inspectors have observed that in repairing safety appliance defects preference is given to penalty and per diem cars—that is equipment of other roads. This, of course, is for the purpose of facilitating the movement of such equipment to avoid trackage and per diem charges, but it frequently results in places where the repair force is limited, in the neglect of other equip-

ment and such other equipment is handled about yards, delivered to industries and interchange tracks, and sometimes permitted to go forward in trains with safety appliances in defective condition. The remedy for this appears to be increase in the repair force to a point that will permit of prompt repair to all defects without reference to the character of the cars on which they exist, and what has been previously pointed out with respect to the cost of repairs as compared with the penalties paid in court may tend to convince carriers that an adequate repair force at all points is a measure of actual economy.

Then tendency of federal legislation is to increase the financial responsibility of carriers for personal injury to their employees. This was attempted in the Safety Appliance Law by providing two penalties for its violation, first, a direct penalty of \$100 set forth in section 6, and second, an indirect penalty involved in the denial of the defense of assumption of risk as contained in section 8 of the law. By the terms of this law, the Government in effect, said to the railroads: "Here are certain standards of equipment which you must maintain; you must use car couplers that can be coupled and uncoupled without the necessity of men going between the ends of the cars and which are maintained at a certain height; you must equip your locomotives with power driven wheel brakes and appliances for operating the train brake system; you must apply secure grab irons to the sides and ends of all cars, and you must have a certain percentage of the cars in every train equipped with power brakes in an operative condition so that the engineer of the locomotive hauling such train can control its speed without requiring brakemen to use the common hand brake for that purpose. Failure to observe any one of these requirements will subject you to a penalty of one hundred dollars, and in addition thereto, if an employe is injured or killed through the use of equipment in violation of law, you cannot avail yourselves of the common law

defense of assumed risk to avoid financial responsibility therefor."

The enforcement of the penalty provision contained in section 6 has brought about a wonderful improvement in railroad equipment and greatly increased the safety of employees. Experience with regard to the indirect penalty imposed by section 8 has not been so entirely satisfactory. Previous to the enactment of the Safety Appliance Law, the defense of assumed risk was very effective and was much employed in personal injury cases. Deprived of this defense, the railroads fell back upon another equally effective, namely, contributory negligence. While in legal theory assumed risk and contributory negligence are separate and distinct doctrines, it is, nevertheless, true that there is sufficient analogy between them to make it sometimes difficult to distinguish one from the other. As was stated by the Supreme Court of the United States in rendering its decision in the recent case of *Schlemmer v. B. R. & P. Ry. Co.*, "The difference between the two is one of degree rather than of kind."

This condition led to the result that in numerous personal injury cases employees were deprived of the relief guaranteed them under section 8 of the Safety Appliance Law, the railroads successfully employing the defense of assumed risk under another name; whereas injured employees formerly had their cases thrown out of court on the ground of assumption of risk, they now suffer the same fate on the ground of contributory negligence. In the case above referred to, which came to the Supreme Court of the United States on error from the Supreme Court of Pennsylvania, *Schlemmer*, who was a brakeman on the B. R. & P. Railway, was killed while endeavoring to couple cars not equipped as the statute requires, and his widow entered suit for his death. Her case was thrown out of the courts of Pennsylvania on the ground that *Schlemmer* had contributed to his own death. In reversing the judgment of the Pennsylvania courts in this case, the Supreme Court of the United States has

taken a step which will go far to clarify the situation with respect to the enforcement of the rights of employees under section 8 of the Safety Appliance Law and make it more difficult for carriers to relieve themselves from the penalty imposed by it.

The difficulty in securing adequate enforcement of section 8 of the Safety Appliance Law undoubtedly hastened the enactment of the Employer's Liability Law of June 1st, 1906, section 2 of which defines the rights of employees when charged with contributory negligence in personal injury cases and limits the extent to which this defense can be used by employers. The necessity for a law of this character has long been felt. All progressive countries have recognized the need for a modification of the archaic and inhuman common law rule governing the relations of master and servant and have enacted far more drastic legislation than has ever been attempted in this country to govern those relations. It is true that many of the states have enacted employers' liability laws, but they have lacked uniformity and by reason of their essential limitations they are not applicable to interstate employments. As a consequence, the great body of railroad employees have been subjected to the injustice and inhumanity of common law rules.

The constitutionality of this law has been vigorously attacked by the railroads. In two cases their contentions have been upheld by the courts, while in five others the statute has been held valid. The Federal Government, acting through Attorney General Bonaparte, has taken all possible measures to defend the integrity of the law, and the two cases in which adverse decisions were rendered have been brought to the Supreme Court of the United States, by special favor of that body, they were advanced upon the calendar and heard on April 9th, 10th, and 11th. It is expected that a decision will be rendered by the court immediately after it convenes for the October term. The friends of the law confidently expect that it will be upheld, in which case another strong

incentive will be furnished railway managers to introduce measures of safety for the protection of their employes and the greatest possible care will need to be exercised in maintaining equipment in proper order. With two effective penalties for the handling of defective equipment, carriers will undoubtedly find it the highest economy to keep their equipment in proper repair.

I recognize the fact that were it not for the earnest co-operation which the Commission has received from members of your Association in its efforts to secure the ends of the Safety Appliance Law, the extremely favorable conditions which now confront us would not now exist. Our inspectors have always been treated with the greatest consideration by the master car builders; we have never yet received a complaint that the attitude of any member of your association was anything less than cordial and helpful in securing the safety of employes as contemplated by the statute, and I will say personally that whenever I have had occasion to call your attention to any matter that needed correction it has been promptly attended to. Were the matter of maintenance of equipment so as to preserve the conditions contemplated by the law left entirely in the hands of the master car builders, I feel confident in asserting that prosecutions for violation of the statute would be extremely rare.

For any failure that may arise to keep equipment in order, we recognize the fact that you Master Car Builders are not to blame. The blame lies in the failure of those who are higher up to provide means to enable you to maintain an adequate repair force. I want to say that this law has been vigorously enforced in the past, and it is now supported by such a body of court decisions that we feel no doubt as to its application in practically all cases. Through its action in increasing the appropriations, the Government has signified a determination to continue its policy of vigorous enforcement of the law, and it is but fair to say that it is the Commission's intention, if possible, to demonstrate to the railroads that it is a measure not only of economy, but of humanity to keep equipment in such a condition of repair that prosecution in court will be no longer necessary; in other words, that it will be cheaper to repair equipment than to pay penalties for violation of the law.

It is a pleasure to me to mingle with you at these annual meetings in company with the inspectors of the Commission; a better understanding of the needs of the situation is thus obtained and the interests of both the public and the railroads are served thereby. I wish all possible good to this association and the individual members thereof, and thank you for giving me the privilege of addressing you.

The Laborer's Pay Check.

Spike Sproggins was known by every one in the town in which he lived. He was a handy man; one of those chaps that jog along through life in a happy-go-lucky fashion. Spike was a merry souled lad who could file a meat saw or sew a button on a shirt. If the town pump got out of order Spike Sproggins fixed it. Election days found Spike with a star and a club guarding the sanctity of the polling place. When the section boss on the railroad got permission to

increase his force Sproggins was sure to find steady employment until the next reduction was made.

The average section foreman is none too particular in making up his time book and the railroad pay rolls for such gangs of men abound in nicknames or abbreviated Christian names. The roadmaster put on a new clerk and when the time books reached the office at the end of the month, Sproggins' boss was asked by wire to furnish the correct

Christian name of his worthy assistant. After dusting the cobwebs from his memory Sproggins remembered there had been a Christian name given him.

The pay checks arrived in due time in care of the station agent. Spike, with the other members of the gang reported for his check but was informed that no check bearing his name had been received.

Several exchanges by wire and mail brought out the fact that Spike's Christian name had been substituted for his pseudonym. The check at length reached his hands. Straightway Sproggins proceeded to try and square himself at the various mercantile establishments in the town. His trials had only begun.

The butcher knew Spike Sproggins but declared he would not be bamboozled into cashing a check bearing a name unknown to him.

The baker threatened to have Spike arrested for forgery in trying to pass off a check in the name of another Sproggins who was not known to the inhabitants of the town.

The candlestick maker did not get a chance at the check as electric lights are used in Sproggins' home town.

The banker insisted upon identification. Clerks, bookkeepers, cashiers and customers offered with acclaim to vouch that the man with the check was known to each personally and familiarly as Spike Sproggins. "But," exclaimed the banker, "the check is drawn in favor of William Sproggins! Is this William Sproggins?" And they answered as one man, "Not William but Spike!"

At last the disgusted section hand appealed to the superintendent. That functionary found upon his desk one morning a letter containing a pay check. The letter ran:

"Deer Sir: Me name it's Spike Sproggins, so it is. The boss, McCarty's after getting some society notions into his head and makes a fool of himself be puttin' down me name as William. That's me name, all right, all right, but the divil a wan in this town knows it and so I want you to make me check payable to Spike Sproggins or I'll know ye're the dom crank that McCarty says ye are.

Askin' yer pardon,

SPIKE SPROGGINS.

P. S. I'm broke and about to be put in jale."

What is Wrong With the Railways.

EDITOR'S NOTE.—(The following is taken from the London, (Eng.) Daily Mail, and sounds so familiar that we feel an explanation is necessary in order that our readers may not think it is a home production. It would also be a good thing if all non-union men could read it. The Order of Railway Clerks ought to take particular note of it.)

The demands made by the outside workers on English railways should provoke thoughtful consideration on the part of shareholders, investors, and the public generally. But if anyone unacquainted with the inside working of the companies thinks that, except for the present attitude of the men, everything is working smoothly and har-

moniously, he is a long way from the truth. Moreover, if the average shareholder imagines that his property is directed and managed on the soundest commercial principles and to the very best advantage, he is likewise laboring under a delusion.

The clerical staffs of the companies are nothing less than so many masses of discontent, and this for reasons which will be shown. Time was when merit, devotion to duty, initiative and intelligence had their reward in proper promotion: Thus it was that the best general managers the companies have ever had rose from the lowest rank. More than one office-boy has risen to be chief official of his company. At the

present moment Mr. Sam Fay, the energetic general manager of the Great Central Railway—a company that has made wonderful strides during the last ten years or so—is an example of such promotion, Mr. Fay having originally held a very humble position among the outside workers.

THE DAY OF PATRONAGE.

Under such conditions, when an ordinary clerk, by intelligent industry, might aspire to a high position in the service, it is easy to believe that a man's best efforts would be called forth; and such conditions have prevailed on most of the English railways in the past, so that although the pay of the ordinary office worker has not been very high there has always been the possibility of rising to something better. And, on the understanding that these conditions prevailed, many young men entered the service of the companies only to find now that their aspirations will never be realized, for the day of merit has gone and that of patronage and favoritism taken its place.

Positions that twenty years ago directors would not have dreamt of filling except with men of practical experience are now given to young men of no railway experience whatever, sometimes to mere boys whose only recommendation is that they are the sons of their fathers—directors or managers, or friend or nominee of such.

Of course, this filling up of important posts is expensive in more ways than one, for, apart from the fact that such nominees invariably receive higher salaries than would men who had worked up to the position, the real work and real responsibility are thrown upon subordinates, who, having neither the money nor the position, cannot have the interest in their business they should have. Not only are inexperienced men pitchforked into established positions, but new posts are actually created for them. There has been a flagrant example of this on one of the principal railway companies quite recently, and on another of the largest companies it is a well-known and true saying that all the best jobs are held by "the——family"

(the dash being the name of the company's London terminus). These extra and superfluous positions being only maintained at the expense of the lower ranks of the clerical staff, it is no wonder that there is great and growing discontent.

WHAT THE ASSOCIATION AIMS AT.

This condition of affairs has led to the formation of a Railway Clerk's Association, which is adding to its numbers daily, and bids fair soon to have within its ranks practically the whole of the clerical workers. The principal aim of this association is the abolition of the system of favoritism and the substitution for it of the publication by the companies of lists of all vacant posts, so that these may be filled by merit alone. Such a fair system of working is obviously to the advantage of any commercial undertaking and in the best interests of its shareholders.

Turning to the management of the companies as such, to begin with, it is patent that if the best men are not controlling the business it will not be conducted as well as it would be by persons of proper experience.

If railway shareholders generally only knew the amount of money and energy wasted in senseless and unnecessary competition, one large company against another, it would surely be put a stop to. In some districts a company will buy traffic from a large and unscrupulous trader by paying heavy and extortionate claims for more or less real damage to goods in transit, which claims are settled simply to keep the traffic out of the hands of a competing company—a fine thing for the trader, but very bad from a railway shareholder's point of view. No one company particularly is to blame for this, for most of them indulge in the senseless policy of "anything to get traffic." If there were only real, honorable co-operation to resist unfair claims, a good deal of economy might be effected. On the other hand some companies will decline to pay the just claims of an unimportant person with whom there is no "policy" involved.

Lately the managers of a number of the railways have been indulging in a

futile attempt to adopt American loading methods for goods traffic, unmindful of the fact that conditions in this country differ widely from those in the United States, and that what is suitable for a large volume of traffic traveling perhaps a thousand miles is totally inapplicable to smaller quantities of merchandise going only short distances.

FALSE ECONOMY.

But there has been a good deal of false economy in reducing the number of engines and vehicles, which has resulted in hampering train workings, particularly goods traffic, with inevitable delays in consequence, complaints, claims, and loss of traffic. If there had been less of this sort of mismanagement not so much would have been heard about the development of water carriage by canal.

Hitherto the companies have been afraid to trust one another, and so resist unjust demands made upon them. The companies should work in agree-

ment with, not in antagonism towards, each other. Competition of some sort there of course always will be unless a great amalgamation or nationalization comes about. The latter is the remedy advocated by some, and undoubtedly there would be many advantages resulting, but nationalization hardly seems within the range of practical politics.

And if amalgamation is not likely to take place, at any rate rational working agreements might be arrived at between the different lines. Excessive canvassing should be done away with. Spheres of influence might be agreed upon, and unjust claims (the payment of which amounts to bribery and essentially corrupt practices) resisted.

Finally something might be done in the way of equalization of rates, for although the rates for traffic are fair enough in general, yet there are cases where adjustment would be to the advantage both of traders and the railway companies themselves.

Why the Small Investor Loses.

BY CHARLES G. DAWES, EX-COMPTROLLER OF THE CURRENCY.

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It is little wonder, with the present growth of values in the country and the rapid increase in wealth, that the man with the small savings account feels like using it to secure for himself a greater participation in the prevailing prosperity than that afforded by three per cent. interest. That there is now widely prevalent among our people of moderate means a mania for the investment of small sums in hazardous and fraudulent enterprises is unquestioned. The purpose of this article is to warn prospective small investors against the "get-rich-quick" plans with which they are beset.

I believe that in the vast majority of cases moderate sums of money cannot be invested safely so as to bring in more than a reasonable interest return and should not be invested in response to

specious newspaper advertisements. The small investor generally overlooks the advantages which the capitalist has as compared with himself.

In the first place, the capitalist, in making an investment, is generally in the position of being desirous of buying from others. The small investor is in a position where others are desirous of selling to him. The capitalist buys where he can buy cheap, whether the seller is making a profit or not.

The small investor in answering a published invitation to buy is always paying a profit to the seller. One should remember when he is reading a newspaper advertisement of stocks that he is being asked by a stranger to buy something at the stranger's price.

There is no reason why the stranger should offer him an exceptional bargain.

Exceptional bargains in these days of prosperity do not, as a rule, go begging. The capitalist, if he buys at a profit to others, generally knows what that profit is and measures it in its relation to the profit which he does to realize on the purchase. The small investor generally never really knows what the profit of the seller is. Where the seller fixes his own profit, it is almost always larger, other things being equal, than the amount of profit which results from negotiation. In the majority of proffers of mining and plantation stock through newspapers, the man who buys is paying a profit fixed by the seller for his own benefit. Large capital makes a preliminary investigation at its own expense. The small investor either acts upon no investigation, or upon an investigation paid for by the seller. Large capital negotiates for a price with the true value in mind. The small investor generally buys without actual knowledge of the real value.

What chance has the small investor? You know nothing from the advertisement as to whether the promoters are men of past business success. Many men who are known business failures in their own communities are often long-distance millionaires. Often they are broken plungers whose brief success was widely chronicled, but whose gradual business relapse has naturally not been heralded.

Do not put too much faith in what names seem to mean. Find out, by inquiry from some one who knows, just what they do mean. If you have no way of finding out the character and past business record of the men, do not invest.

A banker in one of our great city banks once asked a man to invest some of his personal funds in his own business. The latter had a business which, though very successful, was not one of great magnitude. He had never had any business relations with the banker or his bank. Naturally surprised, the business man asked the banker why he selected him and his business, in view of his close relations to the great business leaders of the city. The banker replied:

"Because you are successful, and it is your business. I am almost daily asked by business men to join them in outside ventures, but they won't take my money in their own business. When I join a coterie of men in an outside investment, as an almost invariable rule we all lose; and yet every one of us may be a success in our own business. I have had so many experiences of this sort that if even Marshall Field should have asked me to join him in a manufacturing business or a mining venture, I should have declined. But if he had said: 'Put some of your money into my business,' I would have given him all I had. Now men, when they are far along in business, do not want, as a rule, to take outside money in such form as to largely share the results of their work with others. Naturally, if they need money, they borrow it and pay interest on it without sharing profits beyond that extent."

There is a deal of philosophy in this banker's statement. A coterie of business men who "take a flyer," as they call it, can generally afford to lose, and they generally do.

Out of all this let us deduce a rule: Try to invest your money with successful business men in the business in which they have succeeded.

In reading a newspaper advertisement of stocks, do so always with a skeptical spirit, just as you would regard a strange individual who would call at your house claiming to be able to sell something at less than its real value. If you see something in the advertisement which tempts you to invest, you will, unless you are a fool, investigate the advertised proposition as you would the proposition made by a stranger. These are some of the proper questions upon which your mind should be made clear: Who are you, who offer the stock? As you ask me to regard your representations as trustworthy refer me to those of whom I know, who will vouch for your character and trustworthiness. As you are offering me stock in a company, please tell me in percentages how the stock is allotted. What per cent. of the total stock has gone to the people who formerly owned

the property bought by the corporation? What per cent. of the stock represents good-will? What per cent. of the stock is sold for cash like that you propose to sell me? To whom does the cash go—to the company's treasury, or to buy back stock already issued for good-will to others? What is the relation of the cash cost or selling value of the property of the company to the amount of its stock issues? Has it ample working capital? What is its indebtedness? Are its titles or patents in dispute? What are the salaries of its officers?

Now these questions would be only some of the preliminary questions which the experienced investor would ask before taking up the equally important ones relative to the nature, condition and prospects of the business itself. How much of this kind of information have you, who, after reading the flamboyant advertisement in the paper, fill in for a few dollars the coupon application for mining or plantation stock printed in the margin of the advertisement? Poor fool, the man who follows off a bunco-steerer is more excusable than you. He has at least had the opportunity of passing a hasty judgment upon the personal appearance of the scoundrel who is after his money. You are simply biting on a hook with the bait half off, without even seeing whether the fisherman looks benevolent. How chary is the fool of displaying his folly?

There are the days when the bankers listen to the confidences of the unfortunates who have been buying stocks on "straight tips" and who bring in their remaining sound collaterals to borrow enough to pay up their losses with the brokers. How quiet they are—these same men who were telling a few months ago how they bought this or that stock upon which their judgment had been vindicated by this or that profit. We hear of the successes; but of the failures which outnumber them, we seldom hear except when stern necessity reveals them. But our sympathies are not so much excited by this class of fools.

I know of a poor scrubwoman who invested five dollars in one share of doubtful mining stock in answer to a newspaper

advertisement. The secretary who opened the mail in which that letter was received, if he was honest, must have felt like reaching for his employer's sneaking face with a strong right arm and a doubled fist.

Bloodsuckers, scoundrels — these names sound too mild for such men. Before the eyes of an honest and experienced business man they would cringe and whine like egg-sucking dogs caught in the act.

How far away seem the days of the millennium when we see such men parading as the friends of the poor and at the same time offering to sell them speculative stocks.

And what is the result? Led like sheep to the slaughter, a long procession of the misguided poor are parting with the savings which have been made possible by the most magnificent season of prosperity the nation has ever known. Many a poor wretch, drawing his savings-bank account now in the hope of getting rich quick, will, in the coming years of industrial depression, wander the streets of our cities without work and without bread. God give us common sense.

This is a hard world in business. It always has been, and always will be. There are many good and generous men in it. There are many who will lend a helping hand to you in your adversity, but in the time of need you will not find them among the men who tried to get you to embark in speculation with your little surplus and to sell you something which would help you to "easy money."

Be self-reliant. Make your own investigation in investments. When you cannot, put your money in a good savings-bank. Distrust the financial demagogue as you distrust the political demagogue. Keep your hand on your pocket-book as you travel through life—first, to give always in proportion to your means to those who are poorer; second, to hold from those who would take through force or fraud what you need for yourself and yours. You will then have your hand where most of the other fellows have only their eyes. In this alone you will have the advantage of them.

The Historical Jesus.

JOSE GROS.

In the Outlook for April 13th we have a very instructive article by Mr. Lane of the Interstate Commerce Commission, on "United States Conservatism." That has been a topic often mentioned by many thinkers of the present and previous generations. Mr. Lane says that while we have had to import a number of good government ideas from the effete nations, we have never been able to export any such ideas. Also, that while the nations in question have applied, with success, certain advanced social processes, we have declined to follow their example. He adds that perhaps such novelties are not needed in the United States because of different tendencies and conditions here. That assertion can only be proved to be right after the experiments have been fully tested. We have troubles enough to prove that we don't yet know all that would be good for us to apply to our own national development.

Mr. Lane is bold enough to acknowledge that "Our fundamental law rests on the protection of property, on the right to possess and enjoy property." That fact is not very flattering as long as we assume that all kinds of rights and property are conducive to develop men in accord with divine law. Human history has never yet proved that all kinds of property and all rights should be protected by any "human made fundamental law." As a matter of historical fact, all nations down to the most inferior, have had the same identical fundamental law of property protection. All nations have refused, refuse yet, to rest on something higher than property. Are not God-given rights to man something far more solid than the mere isolated word "property," apart from the processes by which property may be allowed to accumulate through wrong conceptions of duty to God and to man? And we have never proved that such wrong conceptions of duty are not often and even always incorporated in the laws we see fit to have, fundamental or incidental.

Try to analyze the best set of laws or

human plan of life devised by the teachers and leaders of nations, and you will find that they are some combination of good and evil, of right and wrong. In the eyes of plain nature and a simply righteous God, easily apprehended, every combination of right and wrong is a fatal, sinful mixture, pregnant with darkness, and a wretched manhood, and a distorted morality in every social group. We can only do good, of the positive, permanent kind, by first stopping doing evil. That is the natural and divine plan of human growth, still repudiated by all nations, still silently discarded by all civil and religious education. The good that comes from any mixture of the right and the wrong is what feeds all human troubles, crimes, miserable disagreements and crooked development of all of us, through the march of centuries. It is thus that we all remain under bondage to the kingdom of darkness and confusion, away from the kingdom of righteousness, which is simply that of sensible men and nations. It is thus that we are yet trampling upon the plain teachings of our historical Jesus, just where they are most indispensable to all of us.

Why to keep for ever complicating life by new, foolish mixtures of right and wrong? Why to forever repudiate the simple, unmixt wisdom and goodness of God and His laws of joy? Why to forever prefer our miserable goodness, wisdom and laws of perplexities, and groans, and tears, and silly joys, if you like, by which we only develop in accord with our sickly conceptions of life, and never in accord with the higher divine ideals of "the peace that passeth all understanding?"

And we all consider ourselves as good as Peter did before he denied Jesus. And we all keep denying Jesus through a progress that point-blank refuses to legislate the simple brotherhood commands so prettily expounded by Christ through a simplicity redolent with imperishable love. Peter's denial of Jesus was a trivial sin in comparison with ours today, since we have the lessons of 1900 years

of historical Christianity, and Peter had only had that of three years!

And what about the divine proclamation of "Peter, when thou art converted strengthen thy brethren?" Can we prove that we are converted, we, the best fellows at the head of the best nations, controlling the destinies of the human family and yet unwilling to legislate the laws of the Father? We are still engaged in the same old job of the last sixty or more centuries, that of strengthening ourselves and the rest through the diabolical influence of selfish human laws, strengthening ourselves for evil, in relation to the good we could do.

It has never occurred to men that we ought to have a precise, conscientious definition of that tremendous word—conversion, before we claim to be converted or assume to have converted or intend to convert somebody else. Let us suggest something of a definition; "Conversion should mean to have learned the few bottom, simple, fixed principles by which to grant to each other, in the agreements of each national group, the rights and opportunities by God and nature given to all men for their full, healthy life on earth." That is the only way by which we can strengthen our brethren and ourselves, as Christ urged Peter to do, when he was converted.

Under a conversion approximately like that on the part of the leaders and teachers of nations and churches, the

conversion of humanity would be a question of a few years, because we would then establish right off a normal social media for all men. After centuries of supposed conversions and reconversions of millions upon millions of men, we are all yet at work on the sinful, despicable job of robbing each other, in our industrial occupations, of all peace and joy, through laws of oppression by which we make our lives ten times as harsh as God's laws in nature, and in the moral order, mean our lives should be.

Instead of strengthening each other, in lieu of increasing our opportunities for a life of joy and manhood, through brotherhood laws, we weaken each other, embitter each other, through a selfish mean struggle for existence totally at war with the order of nature and the supreme equity ordained by the simple morality of the Decalogue and the Golden Rule. And so we pass laws and more laws, year after year, for the purpose of vetoing as much as possible the beauty and simplicity of all divine decrees.

In the all transcendent acts of national life we all live as if the historical Jesus had never existed, or as if his gospel of glory was a mere group of platitudes, unfitted for our terrestrial existence. We don't mean to do that, oh, no. We simply do it, that is all. Shall future generations ever try to do better? Perhaps not even God can tell, because He has to respect the logic of His own creations, and cannot force men to be sensible.

Telescopic Versus Microscopic Views.

BY THE REV. CHARLES STELZLE.

The microscope has its uses. But you cannot see the stars through a microscope. You cannot get a broad view of nature—the rivers, the mountains, the green earth. You cannot see even a single tree through a microscope.

There are men who always look at life through this little instrument. They seem to take a peculiar delight in searching for the small things in life—the petty,

the mean things in others' lives. They never have a vision. They never take into the sweep of their horizon the really great and good things. If they were to be shown a beautiful painting, they would search for fly-specks upon the frame. And because their outlook is narrow, they become pessimistic, and bitter and censorious.

Unfortunately, the labor movement

is sometimes retarded by these unhappy individuals. Occasionally they are found within the ranks of the workers. They are the ones who are dead weights to the really earnest men who are bravely making a fight for better things. But they are also found outside the labor movement. To them, the labor movement consists of unreasonable strikes and unscrupulous agitators. They do not see the millions of children in the mills and the factories who should be at home and in the schools, and for whom organized labor is making a strong fight, while the great mass of even intelligent people are strangely indifferent to their struggles. They seem to be ignorant of the terrible sweat shop in which

thousands of the toilers are wearing out their lives in the hopelessness of abject poverty, and for whom the labor union, almost single-handed, is battling, in what is bound to be a winning fight.

Who is doing more for the woman that toils? What institution stands more courageously for a squarer deal for our sisters and mothers? Not in a weak, sickly, sentimental way, but with a vigor and a red-bloodedness that is sometimes startling in its persistency and in its effectiveness.

Look through your telescope for a little while—and forget the fly-specks. Nobody likes them. We can't get rid of them altogether, but there is something else on the horizon.



Brakeman Wanted.

CONTRIBUTED.

I took a train one day on pleasure bent,
When I had journeyed far, much money spent,
Feasting my eyes on wooded hill and plain,
I changed; and took a little stub-run train
They said would show me cider-mills and sheds,
Mint-farms; and many fertile celery beds.—
This train was crowded. Men with hunting things;
Dogs tied to men, and men to dogs, with strings.
Boys with their fishing tackle, spears and bait,
Bound for some place where frogs and fishes wait.
Teachers and students, carefree for a while;
Drummers, whose baggage nearly filled the aisle;
Lasses, with rosy cheeks and roguish eyes;
Lads with the lasses; each in Paradise;
And "dead-heads" with a sixty-ride permit,
With ministerial looking men did sit.—

I saw the Con., a man of many cares
Looking most eagerly about for "fares."
Tickets were few and far between that day,
Therefore this veteran Con. must seek for pay.—
Now, one like me with no foresight endowed,
Would scarcely look for shekles in this crowd;
But 'en the G. M's. eyes would open wide,
To see the bills they gave him to divide.
And he must execute it all with care;
But duplex after duplex, then and there,
Must know where each one came from, where they
change,
How old they are; and many more things strange.

I missed him from the car a time of two,
They said, "he coaxed the engine, so 'twould go,"
And once I really saw him stand astride
A small boy's fish-pole, while he did decide
For an old lady who was deaf, or blind
About a package she had left behind.
And when they stopped to let the travelers down
The Con. himself, had to call out the towns,
And then begin with all his might and main
To do that searching trick over again.
He crowded through the space with baggage piled
Bruising his shins, but yet he smiled, and smiled
Throughout the run, that Con. kept up the fight
Without a brakeman anywhere in sight;
So when we got to Bloomingdale, O, Say!
You couldn't hear his voice three seats away.
Brakemen always sing out a station pat.
Then passengers all know just where they're at;
Beside, some one has added to the song,
And packages will go where they belong.—
Now, O, official! Slate a brakeman, do!
Mark him up soon; headquarters Kalamazoo;
Or, set a fence around the stations small,
And make them show a pasteboard, one and all.

P. S.—No dividend awaits your sending him,
For fares that get away are mighty slim,
But there's a gilt-edged rule, and if you look
You'll find it, somewhere in the Beloved Book.

A TRAVELER.

Tile Versus Wood.

E. L. G. BROWN.

Wood is an organic substance and is used in its natural state in building. It retains its original properties in the floor as in the tree. It is an absorbent, and organic material, and therefore can support animal and vegetable life. Its period of usefulness depends largely upon the quantity of moisture it is subjected to, for moisture is the primary

to cool off, no one can enter them. Tile as it emerges from the kilns is so solid that it is not only quite impervious to moisture but it is impenetrable even to a blade of steel. Tile, therefore, can claim to be both germ-proof and fire-proof.

Both wood and tile are used extensively in building; each has applications pos-



DINING ROOM WITH TILE FLOOR

cause of its decomposition. It is an inflammable substance and both in its original form as wood and its oldest form as coal, it serves as fuel. Wood is therefore neither a germ-proof nor a fire-proof building material.

Tile is an inorganic substance manufactured out of clay by means of fire and intended by the nature of the processes it passes through to be both germ-proof and fire-proof. The degree of heat to which the clay is subjected is such that until several days have been allowed for the kilns in which it is placed

sible only to itself, but both serve the purpose of flooring and wainscoating. The abundance of wood in America has led to its large use as a flooring in the past, but wood has never proved itself to be an imperishable material such as the old European floorings. It rots, and if not from time to time replaced, its worm-eaten condition gives rise to a nasty smell, which in itself is sufficient evidence that it is not a hygienic flooring.

Tile, from the nature of its manufacture possesses those very properties which are lacking in wood, and has, there-

fore, a superiority over it in its application to floors. Where there is little traffic and moisture, such as in carpeted rooms, wood has a sufficient durability to guarantee its continued use. It has a large range of usefulness apart from that of flooring where its absorbent and perishable properties are not put to the test that they are in the floor, and in which it can never be superseded by any material of modern or ancient manufacture. But in the corridors and halls of public buildings, in all those places where much traffic and moisture are unavoidable, tile can claim to be the non-absorbent and durable covering which the laws of sanitation should demand for such places.

The waiting rooms of the railway stations should above all other places have non-absorbent flooring and wainscoting. Hygienic precautions need to be rigorously enforced in places where all classes and conditions of people meet, as is the case in the railway station. Tile is readily kept clean, is absolutely fire-proof, durable and therefore economical and it can cope with the most stringent demands of hygiene. It has come into very extensive use as a flooring for railroad station waiting rooms in England and its highly sanitary properties alone should recommend its similar extensive adoption in this country.



ROTUNDA—SHOWING TILE FLOOR

EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST

OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

C. D. KELLOGG, EDITOR.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

Address of President Van Cleave At the Recent Manufacturer's Convention.

The Twelfth Annual Convention of the National Association of Manufacturers was held in New York, May 22, last, and consisted of about 1200 delegates. We believe every section of the country was represented. Necessarily it was a notable gathering—notable because of the immensity of the interests represented and the men representing them, also the motives of the men which prompted the formation and continuation of the Association. That the doings of the Association might have been, and might be, of value to the country, it is easy to see, but that they have been of any particular value to the country or to themselves is not easy to see. That it has rescued from charitable obscurity such men as Parry, Kirby, Marshall and Van Cleave, is, we think, a very questionable achievement for the general good. "By their fruits ye shall know them." We believe men are led to say things in the heat of passion or under stress, which they do not fully believe and which they have not fully considered. However, we will take it for granted that the address of Mr. Van Cleave, in question, was written in the seclusion of his own office and given his deliberate thought. It is a

remarkable production—so remarkable in fact, that little notice was paid to it by the great metropolitan press. After making the statement that he had neither the time nor the inclination to make any summary of the work of the Association for the past year, he discussed briefly the following subjects: Chinese and Japanese Exclusion, Consular Reform, National Irrigation, Federal Incorporation, Merchant Marine, Patents and Patent Laws, Pure Food, Interstate Commerce, Immigration, International Arbitration and Industrial Peace, Bankruptcy, Tariff Revision, The Labor Question, Prison Contract Labor, Child and Women Labor, Industrial Education, Labor's New Problem's. It is easy to see why Mr. Van Cleave had no time or inclination for a summary of the year's work of the Association. It would be unprofitable to make comment on the statements under a large number of these headings, for in the main they are common-place enough and largely what most people think on those topics, and we will, therefore, confine ourselves to what was said on the labor question and questions kindred thereto. For one cannot help but think, after reading the whole ad-

dress and noting the opinions expressed in the convention, that the real purpose of the convention and the Association was and is to devise ways and means with which to fight the labor unions—organized labor. We are told that Van Cleave made a ringing appeal, on the second day of the Convention, for a fund of \$500,000 a year, to carry on the battle and to insure its successful issue, and that on the last day of the Convention there was the unanimous declaration of principles and the determination to provide the sinews of war. The official organ of the association takes to its soul (?) the following ambiguous unction: "*Perhaps it shall be written that these three days of the Twelfth Annual Convention witnessed the beginning of the end of the struggle for peace in the industrial world.*" (The italics are theirs.) Ah, ha, then there is war in the industrial world! And the mighty influence which shall end the gigantic struggle for peace is to be \$500,000 a year. Of course we do not know just how the salve is to be applied, but judging from former wars we should think that if \$500,000 a year would insure peace, the Association has been peculiarly economically blind for the past twelve years. We don't know what manufacturing Mr. Van Cleave is engaged in, but from well authenticated accounts of the treatment of employes by Mr. Parry, we should judge that the peace desired by the Manufacturers' Association is of the kind suggested by the fable of the lion and lamb lying down together! Other acts and doings of the Association are even more suggestive of a determination by its members of bringing about such a lion-lamb peace, and at the same time proclaiming with that "*holier than thou*" uplifted countenance their absolute freedom from blame for industrial strife. Have they been? Mr. Van Cleave asserts with a great deal of seeming vehemence that, "Americanism must rule America." That seems to be a pretty well established fact to which several nations can attest, and also to which quite a good deal of internal friction bears evidence. We hardly think

that any of the \$500,000 a year need be used to establish that fact on a firmer foundation. The following, however, reminds us of our fable again: "We have no objections to labor unions as such. What we propose is that our business shall not be interfered with. Quite a fair and innocent looking declaration on the face of it, but to those who know, there is seen between the lines the gaunt form of poverty and want, the hapless victim of capitalistic oppression, the sweat shop, the slums of the great cities, the squalid surroundings, the utter lack of uplifting influences in the individual and the utter lack of care for it in the employer; the stately mansion and the cheerless hut! Out on such hypocrisy! The trouble with the Manufacturers' Association is that the labor unions have too much Americanism, and so Van Cleave urges in his talk on Immigration, that they "go to the full extent allowed them in getting laborers from abroad which are not to be had at home." Surely yes, the laborers who had been used to working for starvation wages over the ocean would fill the bill exactly. We wonder who would teach them Americanism? And we wonder who would object to their lack of it? Says Mr. Van Cleave, "Now is the time for us to take up this question of industrial peace, and to see to it that every man may have the right to work when he pleases, how he pleases and where he pleases." How extremely solicitous for the welfare of the workingman that sounds! One would think that the only fear Mr. Van Cleave, Mr. Parry, et al, has for the workingman, is that he won't find work. What a charming example of self-abnegation—we can almost see these gentlemen urging some of their employes to take more money for their labor than the regular scale—urging an increase in the scale, in fact:

Speaking of "International Arbitration and Industrial Peace," Mr. Van Cleave relieves himself of this choice bit of sophistry and out of date stuff: "I say to you that industrial wars, due to the arrogance and blindness of the bosses of some of the labor unions, are a much greater menace to the United

States today than foreign wars." To say that one thing is greater than another when neither exists, is a queer figure of speech, to say the least; that is to say, the United States is certainly not menaced by a foreign war or wars, and there are no industrial wars, in his meaning of the term, in progress at the present time—"today". There is absolutely no similarity in the two kinds of war anyway, and the inevitable conclusion is that that statement was made to mislead, and that conclusion is surely deepened by the following examples and comments thereon: "Nobody has ever been able to trace out any good that came from the Deb's rebellion in Chicago in 1894, or in the Anthracite Strike in 1902, except that the former crushed the power of a mischievous agitator, and the latter, through President Roosevelt's Arbitration Commission, gave official sanction to the condemnation which all law-abiding men had passed upon the boycott, and it also gave National recognition to the open shop." It strikes us that it would be quite difficult to get into one sentence any more mischievous falsehood than there is in that one. In the first place there is not the least particle of similarity in the so-called Deb's rebellion, and the Anthracite Strike, nor in the men who had charge of them—any one who will put the two men in the same category of undesirableness is either woefully ignorant or willfully misleads. We have no objection to his estimate of Debs, but there is as much difference between John Mitchell and Eugene V. Debs as there is between James W. Van Cleave and Eugene V. Debs—more, we think, and the "more" is on the side of Mitchell.

As a shadowy fiction it seems to us the following has long since passed its useful stage and should have been left on some forgotten shelf. "Always of interest to an association of employers, the labor question is rendered doubly important today through the shortage in the supply of workers in our great industries, especially in our mills and factories, and through the increasing arrogance of some of the labor union bosses." In some respects it seems quite

pathetic to launch an old derelict like that upon the tide of twentieth century prosperity. It isn't a sea-worthy craft and never was. In reality it says that in addition to a shortage of laborers, the labor union bosses are refusing to let those work who want to. Could a shortage of laborers be explained by lack of remuneration and conditions of service? Possibly Mr. Van Cleave didn't think about that! A few dollars a week more in the pay envelope is a great solver of industrial strife—this is a gratuitous formula, but we guarantee its efficacy.

After the rush and worry of the business day is over we think it is not unprofitable at times to indulge in day dreams, or build air-castles; indeed it is said that a person may by reaching for the moon get nearer to it than if he had never reached. It seems to us that the following sentence is indicative of a day dream, a far away fancy of the imagination, a reach for something that will never be realized: "Industrial education will transform children's work into play, and at the same time equip the children to do the highly skilled and high salaried work for which we manufacturers now have in a large degree to rely on foreigners, our apprentice system having been virtually abolished in many trades by the labor unions." It would be interesting to know if Mr. Van Cleave intends to pay the children the high salaries when they become highly skilled enough to do the work. In elucidating his plan Mr. Van Cleave says: "Attach a manual training department to every public primary school in the United States. Let every boy from ten to fourteen years of age pass an hour each day in the use of tools, under a competent instructor. By the age of fourteen he will be able to handle most of the tools used in the ordinary mechanical trades. Establish industrial high schools, into which boys who have taken the manual training course in the primary schools can enter. Two years in these industrial high schools will qualify these boys to be first-class mechanics." There are quite a number of manual training schools in the United

States at the present time and the number of young men who enter them is very small indeed in comparison and the number who finish the course is much smaller, and those who do finish the course are rarely satisfied with the remuneration and conditions of the average first-class mechanic. Furthermore, mechanism is not an inherent trait in every boy, or a majority of boys.

All things considered, what Mr. Van Cleave said on the child and women labor, is, we think, quite the most remarkable, to quote: "Much folly has been written and spoken on this subject.—most of the lamentations on the subject are extravagances or distortions, and are based on ignorance or mendacity." The word "most" in the above admits of a little doubt as to how much over fifty per cent of the writings are based on ignorance or mendacity, but of *no* doubt as to that much. We have before us a list of names composing the "National Child Labor Committee," of which Felix Adler is chairman—about fifty in all, and among them we do not see the name of Albert J. Beveridge, W. J. Bryan, Scott Nearing, Ben Lindsay and many more—President Roosevelt is an honorary member. Together with others who are just as honest as the above mentioned writers, it is safe to say that most of the child-labor writing is done. We are going to quote from a few of these "ignorant or mendacious" writers. In the "Commoner" Mr. Bryan says "For thirty years the trades unions of the United States have been combatting child labor

* * * and the awful truth so long proclaimed by them began dawning upon the public mind." Mr. Bryan asserts that "employers profit enormously by the employment of children." Possibly Mr. Van Cleave means that what Mr. John Spargo wrote in his book "The Bitter Cry of The Children," was done through "ignorance" or "mendacity" for he says: "After careful investigation, I think it would be quite within the mark to say that the number of child workers under fifteen at the present time in the United States is 2,250,000." Mr. Beveridge proved quite

conclusively to the Senate Committee and the Senate that what he wrote and said on the question of child labor was neither from ignorance nor mendacity, for when he had finished they were satisfied he was right.

Mr. Beveridge said: "When in the Senate, I introduced the bill to prohibit child labor in the republic, certain men in both parties denied the evil—others said it was 'exaggerated.' When, for two whole days, I read to the senate testimony given under oath by men and women whose truthfulness none could question, denials of the evil ceased—we heard no more about exaggeration." For these women and men, under oath, showed how widespread the outrage is; and they gave hundreds of examples with names and dates; they described the atrocity in horrible detail, giving instances which they had personally seen and investigated.

"The lowest possible estimate is that a quarter of a million of stunted creatures are being poured into the body of American citizenship every year; and this decadent class is rapidly increasing. All our imaginary dangers to the republic combined do not equal the real menace of this concrete, living, growing terror. I am a defender of property and of righteous wealth; and so I warn both that we are creating a class more dangerous to property and even to free institutions than all the anarchists with all their bombs.

"When the enemies of the bill were forced by an army of witnesses, testifying under oath, to cease denying the existence of the evil or asserting its exaggeration, they raised the familiar cry of 'unconstitutionality.' "

With characteristic and commendable consistency Mr. Van Cleave names what he insinuatingly calls "a few of the leaders of strikes for the past twenty years: 'Martin Irons, Sam Parks, Debs and Schmitz. Yes, and in a more or less direct way he brings in Gorkey. In speaking of men who have been prominent manufacturers, and have been recreant to trusts that were reposed in them, would it be fair to even insinuate that they were representative

of manufacturers? We think not, neither are the men mentioned by Mr. Van Cleave representatives of the aims and hopes of organized labor.

Mr. Van Cleave seemed to take much comfort in quoting from the Anthracite Coal Commission Report on its condemnation of the boycott and the open shop, but he probably overlooked the following: "Closely allied to the boycott is the blacklist, * * * This system is as reprehensible and as cruel as the boycott, and should be frowned down by all humane men." And it would seem also that Mr. Van Cleave forgot it or did not read the following from the same report: "The beneficence of labor unions is acknowledged. Their development, as we view it, has been one of real, though of slow and intermittent progress to the betterment of labor conditions and to improvement of the relationships between employer and employed. All combinations of men, however, to achieve a common purpose have potencies for evil. Such combinations are more than mere aggrigations of the rights and powers of the individuals composing them. They become new and powerful entities and factors for good or ill, according to the wisdom or unwisdom with which they are managed or controlled. The strike ordered by a trade union, which compasses no more than the enforcement of demands previously made, for the supposed benefit of its members, by the cessation from work in the event that these demands are not complied with, transgresses no law of a free society, and, whether wise or unwise in inception and purpose, is an exercise of no more than the legal rights that belong collectively or individually to its members. It is true that the stress thus placed upon employers, may constitute a kind of coercion, resulting, in some cases, in an enforced compliance with the demands of the association or union. Such coercion however, is not illegal and does not come within the condemnation of the law. It is the indirect consequence of the legal exercise of the right to work, or to cease to work, belonging to all men." Furthermore, the thought will intrude

itself upon our mind that **neither** Mr. Van Cleave nor the other members of the Association are *entirely* sincere in their words and actions upon the questions of *boycott* and *open shop*. The following editorials taken from the Dayton, Ohio, Daily News, of April 21, seem to corroborate what we intimate above:

James W. Van Cleave, the head of the National Manufacturers' Association, delivered an address before the convention of the Industrial Association, one evening recently. It was along the line of the addresses delivered by other leaders of similar organizations, and called attention to the fabulous amount of money represented by the association and to the number of its membership.

Much of the address was sensible and to the point, but in one or two instances not even the great wealth represented by the Association can atone for the inanity of the speech. When any one in this country at this time takes occasion to cast slurs at William Jennings Bryan, to class him with Herr Most and other dangerous characters, he but shows his own narrow-mindedness. But that was not what we started out to talk about.

Among the things Mr. Van Cleave, for his Association, condemns, is the boycott as used by organized labor. Coming from such a source, such remarks certainly seem humorous, to say the least. It has been our general understanding that the association itself uses the boycott most mercilessly, that it is one of its great levers, and to condemn its use in the workingman is inconsistent to say the least.

As a matter of fact, everybody uses the boycott. The family refuses to patronize this corner grocer, or that, through some fancied grievance—that is boycotting the grocer. A man who does not like this paper refuses to buy it—he is boycotting this paper as he has a right to. Mr. Van Cleave presumably, will not hire a man who has denounced the open shop—another boycott. There is no way of getting away from the boycott, and the laboring man certainly has a moral and legal right to refuse to buy goods from whomsoever he pleases. He

must not harm a man's business by circulating false statements against him; he may not legally conspire to ruin the trade of a man, but he can—and he does—refrain from patronizing anyone he sees fit.

It is to be presumed that the Citizen's Industrial Association has not been so fortunate in the selection of its officers in other cities as it has in Dayton, because here no one has any regard for the man who is most before the people as a representative and high officer of that association. That is one A. C. Marshall, a despicable character in all ways. Here in Dayton, Marshall is thought of when the Industrial Association is mentioned, and if he does not well represent the Association, then the Association is to blame for keeping such a man in office. A man who thought anything of himself would not speak to such men as Marshall upon the streets, because they represent a type of manhood that ought to have been stamped out early in the beginning of civilization. They serve no useful purpose—they are a menace to society, a disgrace to that portion of mankind that would work out its own salvation.

It is generally understood that a portion of Marshall's duty is seeing to it that individual men are discharged from their positions through something very much like a boycott. For instance, a strike is ordered in a factory. One of the workmen who walks out seeks another job and obtains it, say, in Cincinnati. Marshall hunts him down and has the man discharged from his position. The man may never have done anything in his life except to walk out during a strike; he may be a skilled workman, giving a dollar's worth of energy and brains for every dollar he receives. He may have a family depending upon him for support. And yet this human hyena hunts him out and demands of his employers that he be dismissed. That is the sort of a fellow Marshall is—and that is the sort of man Mr. Van Cleave appealed to when he said, "We condemn the boycott." The Industrial Association will never command the respect and attention that it

deserves to, in this city at least, until it gets rid of such characters as Marshall—and any address delivered must necessarily fall upon incredulous ears so long as Marshall represents the organization to the extent he does.

"If the National Cash Register Co. desires no railroad facilities it should tie A. C. Marshall to its proposition for an industrial line. If that wouldn't tincture any plan or proposal most effectually, then we mistake the temper of the people when this fellow's name is mentioned.

"He has in the course of his nasty career stuck his nose into more people's business than any man who ever breathed pure air. Inconsequently he enjoys the unspeakable contempt of more people—of all classes—than any man in Christendom, the limitations of his field of operations, of course, considered. That's another side of the affair.

KIRBY'S SPEECH

Editor Daily News:

I am anxious to know why the Daily News did not print the speech made by Mr. John Kirby the other day. Can you tell me why the News happened to overlook the matter? CURIOUS.

Dayton, Ohio, April 20, 1907.

The Daily News did not overlook the matter. There were several reasons, sufficient unto The Daily News, however, why the speech was not printed. In the first place there was nothing new in it. It was the same tiresome string of platitudes and denunciation which Mr. Kirby has been delivering whenever he got a chance, for several years. It was not worth the space it would have occupied.

Further, The Daily News has no sympathy with the methods of Mr. Kirby. The gentleman is a successful business man, and so long as the shoemaker sticks to his last he is a useful member of society. But should the shoemaker conceive the idea that he is fitted for something else than shoemaking, then he may make a miserable failure.

During a strike in this city several years ago Mr. Kirby gained considerable notoriety. He was brought into

a prominence that might have proved a good opportunity for a strong man. But Mr. Kirby not being a strong man, seems to have been puffed up by his notoriety, and in a vainglorious attempt to achieve fame as the great arbiter of labor and capital, or rather in an attempt to bring about a new condition of affairs in things industrial, he has, in the language of the small boys, slopped over. It doesn't require much water to overflow a small tub.

There is a serious reason why The Daily News does not exploit John Kirby. It believes him to be a dangerous menace to Dayton. It believes that instead of settling any kind of labor trouble he is only a cheap disturber and that Dayton, if he is permitted to run wild, will sooner or later have to pay for his foolishness.

The laboring people of this city, whether Union or non-Union, are not thugs and murderers. Neither are they fools. Neither can they be intimidated by idle threats, nor scared into doing any man's bidding by loud talk. For a man to stand before an audience and denounce Union men as thugs and murderers, and to accuse their most honorable leaders of the vilest crimes—that man is breeding a state of affairs that bodes no good.

This speech of Kirby's reads like A. C. Marshall. Marshall is by far the brighter of the two men, but his reputation is such that neither laboring man nor loafer would pay any attention to what he says. With Kirby as his mouth-piece, however, he may do a good deal of damage. Kirby and Marshall have virtually had the industrial situation in Dayton in hand for some time, and the result is that they have not benefited anything or anybody but themselves—the one getting a little notoriety and his name frequently in print and the other what money he could, out of the game.

If the labor unions are as much of an evil as Kirby says they are, he is still not upon the right track. If they are the most corrupt institutions in this country they can not be suppressed, nor their members intimidated by misrep-

resentations and threats such as Marshall forms and Kirby utters. If the Unions are wrong, strong men should be reasoning with the members, showing them the error of their way. Weaklings should not be permitted to go about stirring up hatred and arraying the members against persons who are not members. There is a right way and a wrong way to go about eradicating evils, and no evil was ever eradicated by wild-eyed misrepresentations or threats.

Just take the case of Samuel Gompers, for instance. Mark Hanna thought well enough of him to consult him upon all occasions and to make him an officer in his own organization. William McKinley thought well enough of him to say that he was one of the cleanest, ablest men this country had ever produced. Theodore Roosevelt thinks well enough of him to invite him to the White house every week, to consult with him, to sit beside him and seek his counsel. The International Peace Conference, with Andrew Carnegie as president, thinks well enough of Samuel Gompers to make him vice-president under Andrew Carnegie. The laboring people of this country so love him that they would be willing to lay down their lives for him. Think you that it is a good thing for John Kirby to stand up before an audience and denounce Samuel Gompers as an abettor of murder, a dishonorable creature, and so on? Think you that a man who would do such a thing can have any influence in settling labor troubles? Think you that the laboring people are such poor fools as not to feel ranking in their breasts after reading Kirby's speech a hatred that burns reason out of the mind?

The sooner the manufacturers of Dayton learn that Kirby and Marshall are a pair of disturbers, fomenting strife, engendering discontent, encouraging hate, the better it will be for the manufacturers. Dayton does not want a reign of terror, and the workingmen here are not the kind of workingmen to bring about a reign of terror. But there is a limit to the endurance of even workingmen, and these violent outbursts of Kirby and Marshall will, unless checked,

point to that end. And they can be checked, and they should be checked. The Daily News is doing its part to check them by refusing to print Kirby's speech, and the manufacturer's can check Marshall by cutting off the revenue he is getting out of the deal.

We trust that "Curious" will see the wisdom of the Daily News in refusing to print the address.

No publication in the country condemned Sam Parks more utterly and thoroughly than we did and if what the Dayton Daily News says about A. C. Marshall is true (and we haven't the slightest doubt that it is) then he and Sam would have made a good team—that is Marshall could have given Sam

some pointers, being smarter and better educated.

The labor question is deep, vital and many sided; it impinges upon every chord of human interest, it is as old as humanity itself and will last as long as humanity lasts; there is no royal road to its solution so long as human nature stays as it is—the employer who thinks he is giving too little to his workmen, and the employe who thinks he is getting too much for his work, have not yet been born, nor is there indication anywhere on earth that economic conditions are evolving rapidly in that direction. Setting aside \$500,000 a year with which to "educate the manufacturers in self-interest," is strikingly suggestive of evolution backwards.

The President Reassures the Railroads.

We are informed by the papers that President Roosevelt's Indianapolis speech sent quotations upward in Wall street. A feeling had prevailed for several weeks in advance of that speech that the President would avail himself of that opportunity to publicly define his present attitude toward the much agitated subject of railroad regulation. While there may be comfort in the speech for the railroads, nevertheless it seems to us but a reiteration or restatement of his well-known policy. With perhaps some certain natural developments added, it differs from his other utterances on the subject chiefly in the fact that it is plentifully interspersed with phrases of comfort and reassurance for the stockholders.

The Railway Age of June 7, gives what may be considered a very general view of the subject held by the different railway managers of the country as follows:

"Many who have appreciated the harm done to business interests by the widespread and protracted propoganda for restrictive and punitive legislation affecting railways have felt that President Roosevelt should say something to stay

the hand of the sensational newspaper and the demagogue. He started this propaganda. That it attained to a violence he did not desire or anticipate was considered a reason why he should speak out, not why he should remain silent. The President in an address on Decoration Day at Indianapolis at last outlined the legislation which he considers desirable to round out his railway policy and gave his views as to the proper attitude of legislators and public toward the transportation companies. As a defense of the railways from unfair attacks the address is too long delayed. It comes after most of the state legislatures have done their reckless and harmful work and adjourned. To protect the integrity of their properties many railroads managements must now resort to the courts."

One might be led to think by the above that the President went on a still-hunt for abuses in railroad management he *thought* existed, but was not sure of it. We are inclined to believe that he had a very well established conviction that abuses of a very grave nature did exist in railway management, but it is quite probable he did not see to what an alarm-

ing extent the agitation would go—the demagogue and the yellow paper found in it a fruitful source of personal aggrandizement. Much of the trouble also arose from the fact that when the several states were reminded of their duties, obligations and powers in the premises they went too far—from a state of laxity and supineness, or worse, they went to extremes not warranted by the best interests of the railroad and all other business necessarily dependent thereon. The average legislator did not, see or did not want to see, the difference in conditions existing in the different states.

Speaking of "water" in railroad stocks the President said that "the federal government should be able to prevent all over-capitalization in the future, to prevent any man hereafter from plundering by loading railway properties with obligations and pocketing the money instead of spending it in improvements—and he added, any man acting in such fashion should be held to a criminal accountability."

This is of course a plea for the honest investor in railway securities as well as a plea for the honest railway manager—in other words it is a plea for honesty in the everyday affairs of life. There seems no good reason why there should not be vested in the federal government a full power of supervision and control analogous to and as complete as that which the government exercises over the national banks. A national incorporation of this kind would of course give the future issuance of stocks and bonds a frank publicity of everything which would-be investors have a right to know.

It is satisfactory in the highest degree to have it made so plain to us as the President does that one of the great social and industrial problems which confront us is that of the preservation of the rights of property. Property rights is considered as the foundation stone of our past achievements as a nation and our hope for continued greatness in the future, and the President thinks those rights are in less jeopardy from the socialist and anarchist than from the man of predatory wealth.

This, of course, holds out no hope or pleasurable anticipations to the socialists or anarchists, but only goes to show that while he thinks they are a constant menace, still they are not the most dangerous class of citizens—dangerous enough, though, in all conscience—and it is pleasing to us to know that the President takes a rap at them whenever opportunity offers.

No room is left for doubt on the subject of ample laws relating to regulation of railways, for without a superfluous word the President says, "The movement to regulate railways by law has come to stay." And he thinks the time has come when the people will exercise a closer control over all kinds of public-service corporations. In carrying out this policy of regulation and progression entire disavowal is made of its being in any sense punitive or vindictive, or favoring in the remotest way confiscation of property. We hardly think any fair-minded man has at any time during all the turmoil created by the President's stand on the subject of railroad regulation, believed that he favored confiscation of property in any sense whatever, nor that he would favor any legislation which would fall heavily upon, or jeopardize the rights of innocent investors. He frankly states it as his conviction and earnest desire that no rigid laws shall be passed as will prevent the development of the country, knowing full well that no adequate development can be had unless investors are offered an ample reward for the risk they take. A policy contrary to this would wonderfully hamper the growth of the United States. The issuance of stocks and bonds should be conducted under reasonable restrictions, for upon no other plan can the ultimate credit of a road be predicated. Inflation of securities brings a multitude of evils which in the long run do more damage than good to the cause of progress. On the other hand the man who built, and the man who builds, a great railroad and those who invest in it, render a great service to both the present and future generations, for these great public highways of commerce are

the instrumentalities which have made for progress and righteousness and will continue to do so.

We believe the President spoke a truth not generally recognized when he said that the census reports on the commercial value of the railroads of the country, together with the reports made to the Interstate Commerce Commission by the railroads on the cost of construction, tend to show that as a whole the railroad property of the country is worth as much as the securities representing it, and that in the consensus of opinion of investors the total value of stock and bonds is greater than their total face value, notwithstanding the "water" that has been injected in particular places. This of course takes into account and recognizes, that there has been stock watering and questionable practices in some instances in the past that have tended to very much shake public confidence in most railroad securities, but it also gives full credit to honest valuation of railroad property. The fact of the matter is that correct estimates of the values of railway holdings are very difficult questions to solve.

What a railroad may have cost to construct twenty years ago and what the same road constructed now would cost may show a difference of many millions, and still it would not be fair to say that the obligations of the former construction were excessive or inflated. The single item of terminal facilities acquired thirty years ago and the value of such holdings at the present time would show a difference in cost perfectly astounding. And to show the enormity

of it one has only to think of such terminals as the big roads entering New York City, Philadelphia, Chicago, St. Louis, and indeed all the large cities of the country, are obliged to have. Land for buildings and right of way into most of the cities which were bought many years ago are now practically beyond any thinkable amount, and we believe these huge values of terminals are not always taken into account in thinking or writing of railroad values. So that taking this item into consideration together with all the vast amount of double tracking, lowering of grade, straightening of curves, ballasting, sidings and renewals of bridges and other items, we believe the President is justified in the deduction that the real value of the railroads of the country is more than is shown by the face value of their stocks and bonds representing it.

In proclaiming his adherence to the policy laid down for himself the President leaves no room to doubt that he in no shape or way advocates or desires any hostility to corporations as such. On the contrary he wants a frank recognition of the fact that combinations of capital, like combinations of labor, are a natural result of modern conditions and of our national development. And he assures us that as far as in his ability lies he will prevent abuses of power by either and to favor both as long as they do well. The aim of the national government should be quite as much to favor and protect honest corporations, honest business men of wealth, as to bring to justice those individuals and corporations representing dishonest methods.

Intemperance---Booze.

Not that we think that we can say anything original or new on the subject, no indeed. But in many ways the subject is just now being discussed and written about more than usual. Quite a number of the members have recently written good, sensible letters on the

subject—letters which tell a story of their own, a story perhaps with much the same old ending, but with varying tints, views, experiences, and regrets. It's a one sided game, and if one fights the Booze giant long enough, or however long, he's a loser. Generally

we're an optimist, but we must confess that our optimism gets a jolt once in a while as we go in and out along the devious ways of life—not so far as our members are concerned, but in a general way. For instance, when we go along the streets at night along between nine and ten o'clock and see more applicants for admission to the bars than can be accommodated; and then go to almost any church at night and find fewer present than were seeking admission to the bar, our soul is filled with doubts—our optimism gets a dent which takes several days to iron out smooth, and again get us into the way of thinking that temperance is really on the decrease. However, that's another story.

We would not for a moment disparage or try to detract from the efforts of any influence toward a mitigation of the drink habit, but in our own calling we do not believe the professional reformer, the professional temperance advocate, has ever been of much force in making the very apparent reduction in the ranks of those who "had the drink habit." That is to say intemperance among railroad men has greatly fallen off during, say, the last twenty years. We do not believe this has come about from any particular moral awakening, but principally from the very exigencies of the work, from a realization of the fact that a man is a more capable man, a better man for himself, his family and his company, if he lets liquor alone. Of course many other things have tended in the same direction, but we believe the single one of self-interest has been the dominant factor in the very great lessening of intemperance among railroad men. However, we do not believe that railroad men as a class ever were more intemperate than men in some other walks of life; the difference being that the publicity of the occupation told against railroad men more than against men in other employments. Indeed it is not beside the truth to say that time was when railroad men really believed it would be impossible to do the work required of them without the

stimulating influence of liquor. That is, long and irregular hours, both day and night, seemed to indicate a resort to some stimulant to keep up strength, keep awake and do the work. That may look like a foolish conclusion but those who have never tried the hardships of such a life little know the high pressure under which railroad men work. We have heard it said that a cup of strong coffee would answer the same purpose, it would perhaps help some, but getting it was usually out of the question. We have no doubt but what there are men who can remember a time in their experience when the man who did not drink was looked upon as a freak, yet it is quite true now that an intoxicated railroad man is a very uncommon sight. Reduction in working hours, regularity of the service, and the very intensity of the demands upon men have done a great work for the temperance cause, a work far beyond any other influence that has been exerted. Perhaps almost any railroad president, inventor of mechanical devices and improvements for the operation of complicated machinery, would smile incredulously to be called a very potent temperance promoter, still that is just what they in reality are in an indirect way. It has been found by plenty of experience that the operation of delicate machinery demands not only strength of muscle, but a steadiness of nerve and eye, which are not found in the toper's arms or brain. The Railroad Reporter speaking on the subject, voices our sentiments when it says:

"In the bolder walks of engineering we hear an echo of the same story. Because today locomotives are heavier, swifter, costlier than ever, their engineers must be absolutely sober men of decent lives. A modern steamship or locomotive train, represents with its freight a value of from one to three million dollars; its passenger list may equal the census of a thriving frontier town; its safety, therefore, can be committed only to brains and hands of the most sternly temperate kind.

And what of the able men who direct the railroads and steamship lines, what

of their unceasing competitions, of their anxieties to find lieutenants who may be entrusted with managing an army of ten, thirty or even fifty thousand men, of discovering new economies, and of promoting the comfort and convenience of services rendered for a constantly reduced tariff? It is only by an abstemious regime, by carefully planned outings and athletics, in short, by right and careful living, that these men can sustain the heavy and various strains which come upon them daily and hourly. If for a single season they give way to drink and dissipation, the unpitied verdict of an adverse balance sheet would soon unseat them from office in retirement.

If, then, the philanthropist is ever tempted to think that he it is who chiefly betters the estate and the conduct of his fellow men, let him look across the street and see what others are doing on their engines, in the signal towers, at the telegraph, in their shops and offices and mills. He will find that it is they who are doing incomparably most and best for the community, albeit that their main intent is to earn their bread in the whitest loaf they can get; for in the deepest nature of things it is written that a man can only serve himself by wisely, industriously and generously serving his neighbor. The inventor has made men soberer: habit is passing into heredity and the practical railroad worker is the widest factor in contemporary temperance.

Then there is the commercial aspect of the question—the cost to the human family. Taken at their face value these figures do not induce a reassuring feeling on the drink habit. For instance, according to the American Grocer the retail cost of the alcoholic stimulants used in 1906 was \$1,450,855,000—a total that represented an increase of \$125,416,000 over that of the previous calendar year. Since 1899 the increase has been nearly 50 per cent. The consumption of beer has increased 59 per cent in ten years, and now exceeds the consumption of coffee, for the first time in our history. The consumption of whiskey per head has also increased,

so that the growth of population does not account for the whole of the increase.

It may be that some of the newer immigrants drink more than those of former periods. It may be that the development of cities and the improvement of means of communication and transportation tend to increase the use of intoxicants among the classes of moderate drinkers. Be this as it may, the figures furnished by official and other sources show that the consumption of intoxicants has been decreasing in Great Britain, Germany, Austria and some minor European countries, and increasing in France, the United States and Canada. Yet, we repeat, the temperance and prohibition movement was never stronger than now in this country, and the habits of the masses are improving rather than deteriorating.

But we are strongly inclined to the belief that owing to the complexity of social phenomena in modern civilization the liquor statistics simply indicate an increase rather than a decrease in the consumption of alcoholic beverages. We would not mean to say that the figures lie, nor that the apparent moral is the real one, but that it is probable all the facts, hidden under these dry figures are not known and properly understood. The commercial uses of liquor have very greatly increased in recent years—vast quantities are used in the arts and sciences.

That prohibition has been a factor in the reduction of the drink habit, is no doubt a fact, but just how much of a factor is a question hardly any two people agree on. It is hard to eliminate from the minds of the children of men a feeling of resentment when told they shall not do a certain thing, for then they straightway want to go and do that very thing even if they have never done it before, or never wanted to do it before. So that quite a widespread feeling has grown up that prohibition does not prohibit; and still that does not mean absolutely that some of the influences or lessons of prohibition have not worked good in some directions—that would be a bold statement

indeed, to make, but on the other hand, we know that where the strictest prohibition exists there is also the most intemperance. Our feeling has for a long time been that the mother's knee temperance is the real thing that stands good for all time—a temperance that is bred in the bone and heart and life of the race—that will endure. A temperance which in social life and intercourse should treat intoxication, not as a venal offence but as a disgraceful one—an offence against society which should be resented with righteous indignation.

We believe a good many doctors claim that intemperance is a disease and should be treated as such. Certainly if there are such cases they deserve our most profound sympathy, and it would appear to us that an asylum or sanitarium would be the place for such as are afflicted in that way.

Our friend Fairbrother, in "Everything," has the following quite original thought on the subject:

"Dr. A. Monae Lesser, surgeon-in-chief of a Red Cross Hospital in New York, says that liquor of all brands and distillation is bad stuff and not fit for anybody to drink at any time or any circumstances. He is sure that in the long run it knocks spots out of several anatomical organs.

"Men who drink booze don't have to go to any doctor to learn that it is very bad to sample as a first aid to cheerfulness or as an antidote for despondency. They suffer too much from after effects to have any doubts on the subject. No man can frame such an indictment against corn or rye liquor as the victim of its use. He knows how it produces in the blood a toxin which makes his head ache, his hands tremble and his stomach feel as if it had been the playground of a cyclone.

There are thousands of widows and orphans in the world who have been left in bitter poverty because husband and father thought that booze was a pro-

moter of digestion or an extirminator of insomnia. There are countless wives and children who know just how evil are its effects upon the human system by the kind of personal observation which has run the red-hot iron of agony into their souls. There is an army of convicts who have conducted clinics upon themselves with Booze as the poison and their bodies as culture tubes—and you can't convince them that it has any value outside of Hell.

Dr. Oliver Wendell Holmes, who was as good a physician as he was writer, once told Harvard medical students that if all the medicine in the world was thrown into the sea he thought mankind would be better off, although he would be sorry for the fishes. The medical fraternity is trying as hard as it can to use as few drugs as possible in the treatment of disease. After the malady is eliminated, they have a problem on their hands to counteract the reactionary effect of the poisons which put the complaint out of business. In many diseases like pneumonia and typhoid, they are of the opinion to date that stimulation is the only aid within their power to offer. Nature has to do its own cleansing. Some of the products of the pharmacist act as a spur but the bulk of the work must be done, if there is recovery, by the little white corpuscles in the blood known scientifically as leucocytes, but which are nothing more than police or scavengers. They eat up the germs of disease as the red current of venous circulation sweeps them through the body.

When a man drinks Booze these corpuscles have to be as busy as if the cholera bug had invaded the human system or the yellow fever demon had started a colony there. The potency of alcohol as a poison is demonstrated by the superstition that it will make a rattlesnake's bite innocuous. That it has an army of snakes of its own is no dream either.

"What maintains one vice would bring up two children."—FRANKLIN.

Exit Schmitz The Washington "Evening Star" has

the following sensible editorial on the above subject:

The anomaly of a man convicted of crime serving as mayor of San Francisco has been ended by the formal removal of Schmitz from office and the substitution of an acting mayor in the person of one of the supervisors. It is high time this change was effected. Schmitz should have had the decency to resign as mayor long ago, in fact, when the charges were first formulated against him. His desperate clinging to office was not the act of an innocent man wrongfully accused, but of a guilty man fearful of showing the least sign of conscience or giving the slightest ground for public belief in his guilt. The spectacle of San Francisco administered from the city jail was not calculated to increase the respect of the average citizen for the local government.

The process of regeneration will be difficult and may lead to several false moves before the solid bottom of reform is reached. The whole city machinery is in need of repair. The first step of the new administration will be to purify the police department, which in San Francisco, as in all other cities where graft has gripped the municipality, is notoriously corrupt. It is said to be the intention of the supervisors to lop off heads right and left, beginning with the police commissioners, and to build up anew in not only that department, but other branches of the city government.

The country is watching San Francisco with keen interest. Its physical and political troubles have appealed strongly to the national sympathies, and there is only the best wish of the people for its emergence from the ruins of its earthquake and fire and the mire of its corruption.

Aside from a desire to see any man prove his innocence of the crimes for which Schmitz was convicted, we were particularly anxious in this instance that he would show to the satisfaction of the world that he was innocent. We hoped for no whitewash or indecision in the matter, but we have been sadly disappointed. In a certain sense and in some quarters it will be claimed that organized labor was on trial in the election of Schmitz as mayor of San Francisco, and in a certain sense, also, will organized labor be criticised for his downfall, or criticised for pinning their faith to a man who has shown himself to be so utterly lacking in those basic qualities of honesty, which we believe the labor element of that unfortunate city fervently hoped he possessed. As a matter of fact, however, it was only through a culmination of peculiar circumstances that Schmitz became San Francisco's mayor, and a favorable outcome of those conditions would have been particularly gratifying to organized labor, and we believe to every well-wisher of broad humanitarian progress. Schmitz had a splendid opportunity, a rare opportunity, to give to that fair city an administration commensurate with its commanding location and importance on the Pacific slope. If he had risen manfully to the very palpable demands of the situation, he could have made his name stand for all that is honorable and worth while in the affairs of life. Wealth that he coveted and which was his downfall, would have come to him through legitimate channels and the joy of its possession would have been in harmony with earnestness of purpose and righteousness of life. We hope San Francisco has at last reached the end of its calamities and that the same old indomitable spirit of endeavor will rid it of its bribers and grafters even as it is ridding it of its signs of quake and fire.

"The Age of Miracles is forever here."—CARLYLE.

LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

Kegionga Division No. 51, has not been heard from directly in THE CONDUCTOR for some time and in trying to fulfill the office entrusted me by our good ladies, I shall try and give you a brief outline of our Division and its doings.

In the first place No. 51 is in a very prosperous condition both socially and financially. We have a neat little bank account which is improving slowly but surely as the time passes and what is still more pleasing is the good fellowship which exists between all of our members and the members of our Brother Division No. 119. We all individually and collectively, in our intercourse with each other try to live up to the obligations we assumed upon becoming members and make the Golden Rule our criterion as near as it is possible for ordinary humanity to do, and we truly feel that "An injury to one is an injury to all, and a kindness to one is a kindness to all." We are justly proud of the fact that the Auxiliary work was first started in Fort Wayne, Indiana, and we are pleased to know that a few of the charter members of the first Auxiliary are still enrolled on our secretary's book, but more than these have "gone before" and in our yearly memorial service on Sunday, June fifteenth, jointly with Division 119, we paid tribute to our beloved dead with a memorial service in the Division room in the afternoon and in the evening, along with the Brotherhood of R. R. Trainmen and their ladies, were treated to a special service at the First M. E. Church. And right here I want to say a few words in praise of No. 119, our brother Division. Not that 119 needs our commendation, for they are noted far and wide as one of the "finest", but we want them to know what our opinion of them is. We always find a helping hand and a ready response to any favor we ask of them and they treat us with

every imaginable courtesy. We are proud of 119 for more reasons than one. In the first place Fort Wayne in the past has produced two Grand Chief Conductors and one Grand Chief Secretary and then the whole Division is composed of intelligent, conscientious men who always keep the standard of the Division high above reproof. God prosper the membership of 119. Quite a number of our members were in attendance at the Grand Division and we who were there want to say to those who were so unfortunate as not to be there that you missed something. Brother Jones and his assistants of the Memphis Division, along with the Chickasaw Division were indefatigable in their efforts to entertain us. We had often heard of the hospitality and generosity of the southern people, but we are compelled to exclaim, "The half has never yet been told."

From the time we crossed the Mason and Dixon line we were delighted with the "Sunny South" and the many friends we were permitted to make among the southern people. We were treated to all the luxuries of this fabled country. We were permitted to see the magnolia and jasmine in their abundant bloom and were allowed to stand on the supposed spot where DeSoto, the Spaniard, first beheld the wonderful Mississippi. We were honored with a special excursion among the greatest cotton mills in the south. We were given dances, picnics and receptions galore. All honor to Memphis and the southern people, and in the Language of Rip Van Winkle, "May they live long and prosper."

I want to be permitted to say a word about our Grand Division. Those of us who were not delegates but attended some of the sessions as visitors marveled at the wonderful patience and fortitude exhibited by our dear Grand President, Sister Moore, in presiding. Surely she has the proverbial patience of Job. Any

presiding officer who can stand in front of the Grand Division and listen imperturbably to all the senseless talk and argument which was at intervals presented to her ought to bear a medal for bravery and nobility. Some of us were at first filled with indignation which gradually melted into a feeling of compassion as we listened while some of the delegates took up the precious time of the Grand Division with senseless argument and foolish questions. Ladies, do be careful whom you send to represent you at Grand Division in Boston. Don't make our Grand President ashamed of our representatives! Our delegate, Mrs. G. W. P. Bonter, brought us back an excellent report and we felt that her presence in Memphis was an

Editor Railway Conductor:

As we have had nothing in THE CONDUCTOR in some time from Palm Division 167, L. A. to O. R. C., as correspondent, I will try to do my duty.

Our Division has had some fine meetings which were of incalculable benefit to all concerned.

One of our Sisters, Mrs. W. L. Hughes, has been compelled to leave us on account of ill health, and seek another climate. With her husband, Conductor W. L. Hughes, and her family, she is now at Pueblo, Colo. In a recent letter from them they say that they arrived O. K. and are highly pleased with their temporary residence.

We trust that she will entirely recover and return to us soon, as she is



Front row, reading from right to left—Sisters C. E. Falkenberry, J. H. McCall, R. A. Powell, A. Moritz, Gelard Salter, J. M. McDowell, J. C. Elliott, W. L. Hughes.

Second row, reading from right to left—Sisters C. T. Graydon, Charley Darnell, T. A. Hamin, J. L. Lloyd, J. C. Wilcox, L. S. Berry, D. J. Dunn.

Back row, reading from right to left—Sisters J. H. Hudson, Jule Posey, Will Davis, C. O. Wilson. The little girls are Louise Dunn, Mary Hughes, Katie McCall.

honor to us. I want to say in conclusion that I personally met our editor and know that he is doing everything in his power to make THE CONDUCTOR an educational as well as a fraternal magazine and I sincerely hope that the corresponding secretaries of the various Divisions will help him by sending the proper communications from their Divisions and obeying the instructions given by him. Long live THE CONDUCTOR.

Mrs. CHAS. A. BOWMAN.
Fort Wayne, Ind.

sorely missed in her circle of friends as well as in the Division meetings.

Several of our Sisters have lost their loved ones by death recently, but our membership is still unimpaired and growing.

Sisters, let us use every endeavor to make Palm Division 167 the banner Division of the Ladies' Auxiliary, for in doing all we can in this line we are helping, not only ourselves, but those on whom we depend and whom we love above all else on earth, the conductors,

our husbands. Let us all lay aside all small things and take up the battle for those to whom we look for our daily bread and see if we cannot help them achieve something grand and noble, knowing that when we help them we are helping those who love and honor us, and are daily taking their lives in their hands and risking danger for us. We never know when giving our goodbye kisses whether the lips on which they are placed will ever respond to ours again. We should daily ask the Giver of all good things to guide their steps and watch over them, for when a man knows that his wife is praying for him it will make him better for her sake, and create a tendency to live a cleaner and better life.

Let us hide the hammer and quit knocking and make results for ourselves and others and see how much better pleased we are with everything. Look at the rosy side of everything and life will be better and better for you and all with whom you come in contact.

Let us all get together and make our Order in results what it is in name, The Ladies Auxiliary to the Order of Railway Conductors.

MRS. J. C. WILCOX.
Montgomery, Ala.

Editor Railway Conductor: *

Manhattan Division No. 200, L. A. to O. R. C. can probably boast of its great progress, both socially and financially, meetings held every second and fourth Thursdays of the month at Terrace Garden, 58th St. and 3rd Ave., New York City, are very well attended, and seldom without a candidate for initiation, or a Sister with an application for a new member. We held two progressive euchers, one in February, and one in March, from which we realized \$65.00. The first prize was carried off by Brother Burr, of Division 54, who is the best friend of the ladies. Since last you heard from us, our President and Grand Deputy, Sister Hutchinson, has organized three new lodges, Franklin Division No. 245, at Union Hill, March 20th; Fern Leaf Division No. 247, at Jersey City, April 9th, and Harbor Division No. 250, at New London, Conn., April 28th, all of which were loyally attended by visiting Sisters from Boston, Providence, Springfield, Hartford, New Haven, New York, and Harrisburg. Sister B. F. Wiltse, of the Executive Committee of the Grand Division, acted as Grand Marshal at the organization of Fern Leaf Division, Sister Perkins, President of the E. R. Division No. 220, New Haven, Conn., acted as Grand Marshal at the organization of Franklin Division No. 245, and

Harbor Division No. 250, at New London, at which several Brothers of Division Nos. 54, 317 and 500 were present. To show the good feeling that exists in O. R. C. Division No. 500 at New London, towards the ladies of Harbor Division No. 250, just organized, just listen to a few closing remarks made by Chief Conductor Newell of No. 500, telling the ladies to always remember that they being No. 250, one-half of 500, they were always entitled to one-half the support of the Division. Other remarks were made by Brother Wall, Chief Conductor of No. 317, and Brothers Keeton, Lewis and Lockwood of No. 54. The absence of Sister Joseph and Brother Joseph, was regretted, and the sympathy of all present was extended to them in the loss of Sister Joseph's sister. Can any Brother or Sister enlighten us as to the contents of the cup that Brother Keeton, through a friend of his, procured for Sister Keeton at the New London restaurant, and so much enjoyed by her? Several of the Sisters are away to the convention, and are expected home at this writing.

The Sisters wish for a speedy recovery of Sister Wood, of White City Division No. 100, of Chicago, who is seriously ill. The sympathy of the Division is extended to Sister Post, Sister Bryan, Sister Sullivan, Sister Stocker, Sister Warriner, and Sister Lockwood, in the sad bereavement, in the loss of members of their families.

MRS. OSCAR HEILES.
Stamford, Conn.

Editor Railway Conductor:

As correspondent of Division No. 85 I again present a letter to the CONDUCTOR. Since my last communication we have had two initiations. I also wish to state that when I wrote before I forgot to mention our visit to Turner Division, Denison, Texas. We had the pleasure of meeting the Grand Vice-President, Sister Conlisk, also several visiting Sisters and Brothers. I am sure I voice the sentiment of the party when I say we enjoyed this visit to the fullest but sorry I overlooked this before.

Our delegate, Sister Hudson, has returned from Grand Division and gave us an interesting account both of her trip and the meetings while at Memphis. She demonstrated some of the new things and we all think they are an improvement. As this is the third trip for Sister Hudson to Grand Division, she is getting to feel quite at home, so much so, that she informed us she had the honor of being called upon to do the installing of the Grand Officers. Division 85 feels proud that they have a member capable of doing this work and feel con-

ident that Sister Hudson acquitted herself and Division 85 with credit.

We still continue having a good attendance despite the fact there are several members out of town and several have moved away.

The reason I assign for this is that we have such a reliable set of officers. Each one is nearly always in her respective place and all deserve special mention.

Will just say to all members of Sunflower Division, it is a pleasure to see you in the Division room and to all visiting Sisters we extend a cordial invitation to attend our meetings.

MRS. E. V. CARRINGER.

Parsons, Kans.

Editor Railway Conductor:

If I don't hurry and get my letter in, the time limit will be past, and the Sisters will say I am not doing my duty.

We are a very social "bunch" this year, everything is done for sociability and nothing for money.

Each month four of the Sisters entertain the conductors and their families and we have had very enjoyable times.

We held our first meeting in June, with nineteen visiting Sisters from Ogden. We had initiation, and Sister McCullom read her report of the convention, which we all enjoyed and appreciated very much. After which refreshments were served, enjoyed by all.

On June 16th by invitation of Division 395 we held Memorial services together in our hall. Rev. Goshen delivered a fine address. Miss Margaret Walker, daughter of our President, rendered a beautiful solo, also a fine tenor solo was given by Wilford Phillips. The officers were in white, and the services were very beautiful and impressive. Brother Carter pronounced the benediction. A large number of visitors attended. We hope our Sister Divisions held Memorial services also.

June 29th will be our seventh anniversary and we intend celebrating by having a picnic at Wandemere.

MRS. VIRGINIA DEACON.

Salt Lake, Utah.

Editor Railway Conductor:

Prospect Division No. 30, is not dead nor sleeping, but somewhat neglectful.

We have good meetings and good attendance; have taken in two Sisters in the new year, and have still more in sight. Sisters Gordon and Butts have sickness in their families.

Brother and Sister Brant are entertaining a new Daughter at their home, the only girl in town.

Our delegate, Sister Noonan, brought back a fine report from the convention

at Memphis. We, as Sisters and Brothers from Divisions 138 and 30, thank the Sisters and Brothers of Memphis for the pleasant time while in their lovely city.

Will Brother Spears of Minneapolis, Minn., send me his address.

Garrett, Ind.

GUMBO SOUP.

QUARTERLY REPORT

of F. B. A. of L. A. to O. R. C. of A.

April 1, 1907, to July 1, 1907.

No. of Insured Divisions, April 1..	166
No. of Insured Divisions added....	8
No. of Insured Divisions dropped...	1
No. of Insured Divisions July 1....	173
Membership April 1.....	1710
No. of Policies issued: April 40,	
May 14, June 11, (Class A 54,	
Class B 11).....	65
No. of Claims Paid.....	3
No. of Policies Dropped.....	16
Membership, July 1.....	1756

RECEIPTS.

Balance on Hand,	
April 1.....	\$13906.84
Assessments.....	2562.00
Policies	48.75
Policies, changes in	
Beneficiaries.....	5.00
Supplies.....	12.50
Interest on Bank	
Deposit (six mos.)	172.33
	\$16707.42

PAYMENTS.

Expenses, April 1 to	
July 1.....	\$ 240.87
Death Claims Paid..	1500.00
Cash in Bank.....	14966.55
	\$16707.42

SUMMARY OF CASH BALANCE JULY 1, 1907.

Mortuary Fund....	\$ 3000.00
Expense Fund	1000.00
Reserve Fund.....	10966.55
	\$14966.55

MRS. W. N. DRAKE,
Gen. Sec. and Treas.

Editor Railway Conductor:

One of the most enthusiastic meetings ever held by Como Division was the first regular meeting in June, when we heard the report of our delegate, Sister Simpson. We were all more than pleased, delighted and edified. For the time being, we, too, were back in Memphis, with the delegates present at the general reception in attendance at the grand ball, went on some of the side trips and excursions, heard the profound and lengthy debates in the convention hall, cast our ballots of course, for the

lucky officers, and even took part in distributing tips among the negro attendants, so realistic was the picture of the proceedings.

We trust that the day will not be far distant when either St. Paul or Minneapolis will again have the privilege of entertaining the Grand Division. What a privilege it will be for the O. R. C. and L. A. to enjoy a visit to the Hub of the Universe in 1909. It seems too bad that the Hepburn bill should shut out so many of us, but like all other things we must learn to bow in meekness to the inevitable.

We had a very delightful afternoon card party at the home of Mrs. Morrison, on Fisk street. This was the first time Sister Morrison had entertained in her new home. The refreshments were tempting and the favors dainty and appropriate. The hostesses were Sisters Morrison, Monty and Noble. Sister McCannl also entertained similarly two weeks before, assisted by Sisters McDougall and McMillan. If this hot weather continues we will hold our annual mid-summer outing soon.

We are having very entertaining meetings, a social hour every second meeting with some sort of entertainment, and we aim to have initiations or work at the other meeting. During July, August, and September we hold but one meeting a month.

We are looking forward to a busy time again this fall. Both Sister Langam and Sister Simpson brought kind words of sympathy and souvenirs from some of the loving ones at the convention.

The many friends of Sister Simpson will be grieved to learn that both of her sons who were ill, are very, very low. Sister Simpson has our deepest sympathy. Sister Fleming has a little daughter.

Como Division lost one Sister by marriage, Sister Sheridan, who is now Mrs. McCarthy.

We hope to soon greet Sister Moore at a School of Instruction, and we extend congratulations to her as well as all other Grand Officers.

Trusting that our banner, "Onward and Upward, with Charity, Friendship and Truth" intertwined will ever and always wave over all.

MRS. NELLIE E. MCCALL.

St. Paul, Minn.

Editor Railway Conductor:

No more evidence is needed of the popularity of the L. A. to O. R. C. of Livingston, Mont., than a sight of the crowd in the ball room of the New Auditorium on the evening of May 1, 1907, when the wives of the conductors held their second annual ball.

On entering the hall one was greeted with the large electric sign, L. A. to O. R. C., that being all the decorations allowed, added not a little to the splendor of the hall. Frappe was served in the reception hall adjoining. Sisters Mjelde, House, Reeves and Trout, as reception committee made everyone welcome. Among the out of town Sisters present was Mrs. Charles Howard, of Billings, Mont. The grand march started promptly at 9 o'clock, led by Brother Mjelde and Mrs. Dennis.

Altogether the May ball was a decided success. Socially and financially.

Golden Gate Division is certainly progressing. Several new members have been initiated this year. The meetings are splendidly attended.

The 16th of May Sister Anna Clark entertained the Sisters at her home on Yellowstone street in her own charming manner.

We note with regret that Sister Mattie House, one of our best workers, has moved to Billings, Mont.

MRS. ISABEL MATHEWS.

Livingston, Mont.

Editor Railway Conductor:

The Convention of '07 at Memphis has become history and most of the Sisters are at home once more. It was the rare good fortune of a number of members of Ideal Division No. 39 to be present at the convention, and we were more than proud of our own representatives, Sisters Phillips and Callahan.

Ideal's growth in membership has been slow but steady, and the greatest harmony prevails at all our meetings. Our officers rule wisely and well and have the hearty co-operation of the members.

As a Division we have cause to be thankful, for few sorrows have come to us during the past year, and we feel that our "lines have fallen in pleasant places."

We are looking forward to our next meeting with pleasure. Our delegate, Sister Phillips, is to read her report of convention proceedings, and we are anticipating a splendid report, for Sister Phillips is equal to any task assigned her.

MRS. BOOKER MCKINNIE.

Jackson, Tenn.

Editor Railway Conductor:

Some time has passed since Juanita Division 66 has had a letter and before my attention is called to my duty I will endeavor to say: we have been busy.

Warm weather has come at last but never too warm for us to hold our regular meetings twice a month.

We regret to say Sister Quann moved.

away, to Mt. Carmel, Ill., but our loss will be some one else's gain. Would be delighted if the Brothers' wives of Mt. Carmel would organize an Auxiliary. Put your shoulder to the wheel, ladies, and you will never regret your effort to become a member of so honorable an organization. Because it brings you, as it were, in closer contact with the Order of Railway Conductors and thereby strengthens their cause, which is certainly your cause. This is a point you non-members cannot appreciate until you are members of the L. A. to O. R. C.

Sister Partridge returned from Memphis with a fine report from Convention and well pleased with the hospitality of the southern members, not only of the O. R. C. Auxiliaries, but also the Orders of B. R. T. and B. of L. E.

At present we are planning to hold a school in our beautiful city this fall, providing satisfactory plans can be made.

The goat was used lately and prospects look bright for a good summer for 66.

We kindly extend an invitation to all members visiting our city to attend our meetings on second and fourth Thursday of each month. On the opposite week of Division meeting we meet socially at our homes. After roll call quotations and current events are discussed; one member reads for fifteen minutes on some interesting subject, after which the hostess has some form of entertainment and refreshment for the afternoon. Those meetings are always a success and make all feel the need of sociability along with the lodge to make it a success.

Mrs. T. B. FOSTER.

Bloomington, Ill.

Editor Railway Conductor:

It doesn't often fall to the lot of an Auxiliary to accomplish as much for good among its own members, and those so near and dear to us by the closest fraternal ties, as has the San Antonio Division No. 212, Ladies Auxiliary to Order of Railway Conductors, during its short existence as an Auxiliary. Demonstrating more conclusively than ever that San Antonio needed an Auxiliary. Being a stepping off place between the United States and our Sister republic, Mexico, climatic conditions here being such as to draw yearly within our gates people of all classes. The Order of Railway Conductors and Auxiliary thereto not being by any means exempt. The San Antonio Division No. 212 at all times extending assistance and performing other duties in keeping with our ritual and constitution, as well as uniting the Brothers and their families more closely together, en-

joying the sweet companionship of those of us who have so much in common.

The cold, remorseless hand of death has robbed us of many dear ones, none of whom we miss more than the beloved husband of No. 212's President, Brother C. W. Seamond, who always gave us his moral support and encouragement.

Life being constituted of the sweet as well as the bitter our social side has been very encouraging of late. The Sisters, joined by the Brothers, evidently believing in enjoying life and living by the way. It is with a pang of regret that we give up Sister Orth, who moves to the farthest corner of our great Lone Star State.

A friendly rivalry exists just now between the Sisters in trying to capture an Auxiliary pin that has been offered for the Sister who brings in the most new members during the year. The way applications have been asked for of late would indicate that the Auxiliary goat will have some practice in the not far distant future.

Realizing that in unity there is strength, we are assured with the constant increase much good will be accomplished along the same lines. That which is nearest our bread and butter appealing to us more strongly than anything else can do.

Mrs. T. I. WATTERS.

San Antonio, Texas.

Editor Railway Conductor:

I suppose all other Divisions begin to think that 197 has ceased to exist as it has been so long since you have heard from us, but we are still in the land of the living and in a prosperous condition and expect to have several candidates soon. Our goat is in excellent condition at present and he will make things very interesting; but come along, Sisters, and let us get to work and try and get all the new members we can so that we can double our membership this year. We have a large field in which to work and can easily double our membership.

Our delegate, Sister Dunlap, read a very interesting report of the convention at Memphis, after her return and reported a very pleasant trip.

We were very sorry Grand President Sister Moore was sick several days, but glad she was able to occupy her chair before the convention closed.

Sisters, we hope you will all continue with your good work and try and bring in as many new members as we can this year so that when the close of the year draws near we can say that each has tried to do her part.

Mrs. NELL M. BERKEY.

Connellsville, Pa.

Editor Railway Conductor:

It is with pleasure we announce the organization of Peru Division 244, L. A. to O. R. C. Division 125. On February 19, Mrs. Gilbreath of Indianapolis, deputy organizer came to Peru and organized Peru Division 244 with twenty-three charter members. She was ably assisted by a number of Sisters from Bridge City Division 42, of Logansport. It has been a long time materializing, but it is at last accomplished. Our Division is progressing nicely. The Sisters have started a flower fund, and a lively interest is manifested by the members in the work, and everything looks promising for a flourishing Auxiliary.

We have had one initiation and trust the near future will add many more to our membership. We must not forget to mention that the conductors of Division 125 very kindly assisted us by paying the rent of the hall for one year, for which we sincerely thank them.

We meet in the Red Men's Hall on the second and fourth Thursday afternoons every month. A cordial invitation is ex-

tended to all visiting Sisters to visit our Division room and attend our meetings.
Peru, Ind. L. G. S.

Editor Railway Conductor:

With regret we are about to end our series of socials. Sister A. Lester, in her pretty home, surrounded by relatives and friends had the honor of the largest social during the season. Everybody had such a good time. On the first day of May our last was with Sister M. R. Newhauser. The evening was bad, but we had become so interested that there was an excellent attendance in spite of the bad weather. These entertainments have been fraught with much good to us, besides clearing the expenses of our delegate to the convention. We find more in attendance at the regular meetings and a decidedly improved social feeling and more enthusiasm.

Our joys have been sadly mixed with sorrow of the deepest kind for on the twenty first of April Brother T. J. Jewett was called to his reward eternal and twelve days later Sister C. E. Gore passed away.

MRS. JAMES W. KINABREW.
New Orleans, La.

The Child Slave.

S. E. KISER.

For a little bread and a little meat,
For two poor soles for his weary feet,
For a tattered coat and a bed of rags
And a curse or a blow if he ever lags—
For the right to live as a worm may live—
He gives up all that a child may give.

Ere he tastes the joy to which youth is heir
His brow is seamed by the marks of care;
Before he has learned that he has the right
To set his goal on the fairest height,
He is robbed of hope and deprived of seal!
And is bound for life to the racking wheel.

Our God, we say, is a God of love,
And we preach of glories that are above,
But never, whatever Death has in store
For the little slave when he slaves no more,
May the glee of youth he has never known
Or the joy of winning become his own.

He may never know that the world is fair,
And he never may struggle above despair;
He is robbed of the chance that he had at birth
To claim the price that a man is worth,
And, with limbs that ache and with eyes that
plead,
He is crucified on the cross of Greed.

For a little meat and a little bread
And a little rest when the day is dead—
For the right to live as a worm may live—
He gives up all that a child may give;
And we speak with pride of the grace we claim
And with love we mention the dear Christ's
name!

FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

As the spirit moves me, and I am in just the humor to attempt, mind you, to attempt, to state a few peculiarities and conditions as they exist in the land of the mañana, I will remark, however, that what I may write about may have an unpleasant taste to those whom the "shoe will pinch," and those who are cognizant of the abuse—abuse is a good word and fits like a "T", won't kick.

Why is it that members of the Order appointed to the position of trainmaster on the various lines in this republic, as a rule, (I believe there are exceptions to the rule), are in a few short months so utterly detested that one is most likely to sit up and wonder why this state of affairs exists. It got to be so severe in one district, that it became a "Hell on earth." Brother conductors state that it was utterly impossible to please "His Lordship," and that every man in train service on this particular division of the road was living in constant dread that he might offend this dignitary. It is quite true, I will admit that there are men in train service on either end in Mexico who are so utterly no-account, and of such general good-for-nothingness that had they their just deserts, they would and should be "hit by a time check," yes and even before they had concluded the first trip. They come here and the roads give them a trial and they "last" just long enough to do a lot of mischief and smash up things in general, but that does not signify that all are reckless, careless or are poor stuff, surely, some good men are employed on all divisions, and this must have been the case in one particular instance, when the Brothers of one Division drafted resolutions to the effect "That they had been through a

siege. That in the innermost depths of their hearts they were glad that this Brother (?) who had been trainmaster (?) had been relieved." Something in that, that looks to me very bad. And these resolutions were sent to his own Division and with feelings of regret and sorrow was it said that we deeply deplore the fact that one of our Brothers should so far forget himself as to bring condemnation upon his head.

What is there back of a man that should cause him to be overcome with swelledheadedness to such a degree that he imagines he wears a 7½ hat when in reality a 6½ fits him best? We are aware of the fact that a trainmaster's position on some roads is nothing more than a misnomer, and that the immediate superior official is the T. M. in fact, yet admitting this, must the trainmaster behave in an arrogant manner? Must he in, and by, sarcastic and insulting language, seek to humiliate some poor devil just because he is given the power? And the poor devil has a family on his hands and is forced to take any and all abuse just because some Brother conductor (?) has, by a peculiar fit of fortune, been promoted. Rats! And if the poor devil, trembling in suppressed anger, should open his mouth in righteous defence and should "call down" Mr. T. M., in less than 24 hours a letter to him, "Your services no longer required." "Fired," by Jove, and if not fired "raw-hide" him until he quits. There must be something particularly pleasing to an official who can "fire" 15 conductors in 30 days or so, and on the entire division only handles 25 crews.

For the first two or three months the new T. M. (in some instances three weeks), gets along with most all concerned in a most pleasant way, then he

shows an inclination to become overbearing, he imagines that he is the "Great I am." Arrogant, arbitrary, abusive, does not for one moment consider the feelings of his less fortunate fellows. Is he instructed? Is he to act thus harshly because his superior officer orders it? Or is it part of the office? Odd is it not, that nearly every Order man promoted south of the Rio Grande in a little while loses all the friends he formerly had because of his desire to "make life a burden" to the unlucky fellow subject to his wiles and whims. And we have officials in Mexico that will order you fired just because they don't like you, and then to cap the climax you are "turned down" when you apply elsewhere, because of your references.

"Man's inhumanity to man makes countless thousands mourn." And especially does this apply to that damnable practice of the "black list." You have seen men driven from "pillar to post," hounded by that cursed and unjust "law" and when the matter that hangs over the victim's head is sifted down there is virtually nothing to it, excepting the dislike that some one in authority holds against the victim. Might never can be right and this is shown most forcibly when one considers the "supply and demand." It is said you reach a man's innermost being through his stomach. Maybe it is his heart. The unfortunate cuss that is obliged to take his meals at the average eating house can be excused to a great extent when he shows by his actions an irritability and an unrest that borders upon "Dementia Americana" or brain storm. Eat at the average eating house and restaurant for a period of six months, and I'll warrant you won't have any brains but what are continually on the storm. Your moods and fancies will be as irregular as the system of electric cars are in this city, and your efforts to control your temper will be as useless to you as are the diplomatic and consular officers of the United States to an American citizen who has had the misfortune to be thrown into a dirty, filthy, loathsome cell of one of the many jails in this country. With humiliation and regret are we constrained to say that we do not enjoy and have not for years enjoyed, the representation that the United States should give its citizens, and it is with feelings of shame that we must admit that a citizen of Great Britain has the protection of his government. Our Ambassadors (?) have not hesitated to say that intervention "would destroy their usefulness," and lay down the principle that the man who is thrown into prison must necessarily be guilty of

"something". Any irresponsible person can call a policeman and ask for a person's arrest. What would be termed a simple assault in the United States, here is almost as bad as an assault to kill, there. Draw but a single drop of blood and in you go for 72 hours "Incomunicado," but give him a swift kick on the seat of his pants and nothing is done to you, for the judge is from "Missouri" in this case, and he has to be shown, and the complainant says, "I pass" and it is made "next". It is not pleasant to contemplate, but the fact nevertheless remains, if you want protection in Mexico, place yourself under the protection of the British flag. This is a sad state of affairs and brings the blush of shame to the cheek of every upright American. For God's sake, give us a firm, manly and independent diplomatic and consular representative to protect citizens of the United States, and not have it said that he is safer in a foreign country under the British flag. I do not propose to uphold anyone who may have transgressed the law, and has openly and wilfully, be he drunk or sober, committed a crime and is thrown into prison, but it is the unfortunate arrested without warrant of law, or merely upon the word of some drunken sandal-footed peon, and then to lay and rot for all our diplomatic and consular officers care, and most emphatically do I protest against the arrest of conductors, and their being jailed because some drunken fool has been run over and killed, or while asleep has fallen from a train and been killed.

In cases of this kind do we require energetic representatives. If our treaty does not give our diplomatic officials the power to assert the rights of their fellow citizens to exemption from unlawful arrest, or they have not the "sand" to assert, make a treaty that will and send officers to replace them that have the "sand". If this can not be done because it might interfere with our diplomatic "teas", why then, let's get under the British flag. EL BURLON.

Mexico City, Mexico.

Editor Railway Conductor:

It has been several moons since I troubled you with my feeble efforts, but like some of our enthusiastic Brothers at Memphis, I cannot resist longer for I fear spontaneous combustion.

The Thirty-first Grand Division is a thing of the past and its deeds will resound down the corridors of time until they knock at the door of the archives, but it is a question as to whether or not they will be admitted, for there was so much talking and so little said, these

vaults will have to be enlarged; and but for the anxiety of some of the Brothers to get on record, the business could have been transacted in half the time and no one is more familiar with that fact than the President, for he expressed almost that sentiment from the rostrum. From the energy displayed by some of the Brothers one would think it a matter of life or death with the chances in favor of the latter and that was a condition with some of us, who were forced to listen for hours to a discussion on questions that should have been settled in a few minutes.

From a point of order the session was a failure for I never saw so little attention given the presiding officer and it amounts positively to disrespect and that is the cause of such an unnecessary lengthy session. I was pleased to note such good behavior on the part of the members, for I saw only two Brothers whose deportment was censurable and am sorry to say that both were from our section. It is outrageous that a Brother should so forget his constituency and prostitute their confidence as to bring shame on the Order and disgust to the masses. They were not belligerent but only good naturedly too full to inspire that confidence which should be an emblem of our Order.

Memphis did herself proud in entertainment, while the facilities for the session were not ample, it was the best that could be had and one is disposed to overlook the inconvenience while all else was good. Division 175 is to be congratulated on the splendid entertainments and Cape Fear Division 271 extends felicitations.

Our committee readjusted our scale, effective May 1st by which the freight conductors get an 8 per cent and our passenger conductors get a 10 per cent. increase which is a very comfortable agreement. The adverse legislation of various states has handicapped us materially thereby causing no little trouble in obtaining concessions. The reduction of passenger rates in North Carolina will reduce the revenue of the Atlantic Coast Line \$200,000 and with the advanced price of material and labor will make it difficult for the transportation companies to meet their obligations and with the crop prospects not flattering and a light business for the summer and stocks and bonds with a downward tendency we do not look for a roseate hue on the official element.

With the slim attendance at Division meetings one would naturally conclude that the organization was not doing much, but if we compare the present conditions with those of 1900 it will be readily seen that the concessions obtained are materially to our credit. We

cannot understand why this indifference, if nothing else it shows a want of appreciation; a deficiency in ability to pay tribute to a cause that has done so much for us. How does the Brother expect success to be ours unless he devotes a few hours a month to the good of the Order. Our members all show appreciation sufficient to receive benefits derived from the Order, but some have never attended a meeting since their initiation. A member who is so entirely indifferent is a barnacle on the Order body, and a drone that saps the life from the worker and leaves prostrate the form that gives him life. He is an ulcer that devours mercilessly with an insatiate greed the fruits produced by the labor of others, who are only obligated as himself, and who frequently do not receive as substantial benefits as the dronized, barnacle clad, ulcerous specimen. We hope to see the law rigidly enforced and when the Division register does not show his attendance in the prescribed time, he cannot have his trouble adjusted by our committee.

The illness of Brother J. M. Walker has cast a gloom over the entire organization, for he is universally popular. As Chief Conductor of our Division, he is also General Chairman of our Committee and his absence is keenly felt in both positions. His illness will keep him from us until next fall, as absolute rest is necessary, by that time we hope to have him with us, for his conservative advice in our deliberations has endeared him to every member, and gained the confidence of the officials.

If anyone thinks there are no poets in our ranks and will read the lines of Brother J. W. Tignor of 152 in the June CONDUCTOR, he will have cause to change his mind, but he fails to tell us why south bound trains are late and we hope he will get himself together and tell us in his clever verse why No. 85 and No. 89 are so frequently late; if he will do that he will confer a favor on some who have to wait at Florence for these tardy connections.

Madam Rumor has booked several Official Changes, whether she is reliable or just guessing remains to be seen. It is frequently the case that the Madam draws on her imagination and tells us things without foundation, but on the other hand she draws sometimes exact conclusions. We will wait and see if her prognostications are real or visionary and we suppose by the time you hear from 271 again the Madam will have crawled into her shell or be standing out in bold relief, saying, "I told you so."

Brother Clark, 3rd Vice President has just left us after a flying trip and we enjoyed his wholesome advice and only regret he could not be with us longer, for

we need him to help whip into line some who cannot get off to attend meetings. Come again, Brother, and stay longer, for we are ever glad to shake the hand of the head that tells us how, when and where.

Wilmington, N. C. LAFAYETTE.

Editor Railway Conductor:

The following donations have been received at the Home, for the month of June:

O. R. C. DIVISIONS.			
13.....	\$12.00	247.....	\$12.00
55.....	12.00	264.....	12.00
139.....	5.00	293.....	12.00
156.....	2.00	306.....	10.00
162.....	12.00	372.....	5.00
213.....	5.00	410.....	8.75
220.....	5.00	457.....	5.00
233.....	5.00		
Total.....			\$122.75

L. A. C. DIVISIONS.			
11.....	\$5.00	172.....	\$5.00
65.....	5.00	174.....	5.00
81.....	5.00	182.....	5.00
108.....	5.00		
Total.....			\$35.00

SUMMARY.

O. R. C. Divisions	\$122.75
B. R. T. Lodges	51.50
B. L. E. Divisions	253.00
B. L. F. Lodges	17.00
L. A. C. Divisions	35.00
L. A. T. Lodges	42.00
G. I. A. Divisions	27.00
L. S. to B. L. F.	56.50
James Costello, No. 271, O. R. C.	1.00
Alfred S. Lunt, No. 456, B. R. T.	1.00
Lawrence Gannon, No. 4, B. R. T.	1.00
Carl and Russell Shank	10.00
Andrew Malm, No. 420, B. L. E.	5.00
Subscription taken at Union Meeting held in Dallas, Texas, through J. Bruce	25.35
Solomon Bixler, Hanover, Pa.	1.00
W. A. George, No. 75, B. L. F. & E.	1.00
Station No. 14, Meridan, Miss., through Brother Hull	7.00
B. B. Glime, No. 397, B. R. T.	1.00
Total.....	\$658.10

MISCELLANEOUS.

2 Quilts from No. 312, L. A. T.

Respectfully Submitted,

JOHN O'KEEFE,
Sec. & Treas.

Editor Railway Conductor:

We were treated to quite an interesting report by Brother Walters upon his return from the convention of the Grand Division at Memphis. Many changes have been made which we trust will be for the betterment of our membership

individually and the Order as a whole. Certainly a royal old fight was had on some of the changes in the statutes and no doubt the majority, who made the statutes what they now are, and refused to let changes be made that certainly should have been made, worked and voted for what they honestly believed was right and consistent with the position the Order has taken in the labor world. Yet we of this particular part of the east feel that the small amendment to section 17 of the statutes, asked for by practically all of the 1000 or more O. R. C. men of Pittsburg, could safely have been adopted and not only made clearer a very vexed question but put the Order in a better position to take care of its own. All honor, however, to Brothers McCaffeny and Walters assisted by the Brother from Terre Haute, and a few others who succeeded in preventing some of our very best members being placed in limbo so far as activity in the work of the Order was concerned.

The proudest boast of the Order of Railway Conductors is that it is sane, conservative and rational in its methods; selects its leaders because of their worth and ability and not the amount of noise they can make, yet we can be too conservative and unless we are going to resolve ourselves into a purely fraternal organization, open only to the select few and lose the force as well as the distribution of burden that goes with numerical strength, we will have to broaden section 17 and make its meaning clearer, as it now is there are too many different constructions placed upon it, it is, however, too late to talk about that for this time and too soon for the next convention, but if I do not judge the spirit of Pittsburg and vicinity O. R. C. men wrongly, they will be heard from at the Boston convention in no uncertain voice.

In Pittsburg and on the railroad division running into Pittsburg we have at least two thousand conductors, the majority of them interchangeable between yard and road work. We have no professional switchmen or yard conductors, if we except a few old timers who have been retired to some of the easy yard jobs permanently and these are already O. R. C. men or too old to become beneficiary members of the Order. Even these have got to know something about train rules and work somewhere on the main tracks among the 672 first-class trains that run in and out, from and to some of the various passenger stations of Pittsburg.

In the O. R. C. Divisions in the Pittsburg district we have about 1000 members; of the remaining conductors we

should have at least 300 more in the Order: by honoring these men with membership we would not only give the Order greater prestige here instead of endangering what we have, but we would add greatly to the strength of some of the weaker Divisions located at the various freight terminals.

I think by the time the Grand Division meets at Boston we will be able to convince a majority of the Divisions and their delegates that it is for the "Good of the Order" to make section 17 broader and more explicit and we hope the editor will not call "time" on us.

JAS. B. GAUSS.

Pittsburg, Pa.

Editor Railway Conductor:

Having recently returned from a three weeks' trip from up in Iowa and South Dakota, I learned something of the boys up there. I learned that there is no more congenial, big-hearted set of railroad men in the railroad service than those with whom I came in contact, or rather, had the pleasure of meeting. I have always heard of the hospitality of the southern people and they being ever ready to share their hospitality with their fellow man, but from my observation, I am made to believe there is no better people than in the northwest, especially the railroad men, and they are classed among the people up there as well as anywhere else.

One regrettable feature, however, was to find several young conductors that were not O. R. C. men, not because they did not want to be, but because they just had not joined yet. Get a hustle on you, Brothers, they will all make good O. R. C. men and that's what we want, more members.

One commendable incident occurred while on the new extension of the Milwaukee, west of Aberdeen, South Dakota, of which every O. R. C. man ought to be proud and which railroad companies ought to be, as well as the good people at large, and that is the number of the boys I met that don't "Booze."

I will give one illustration of the incident referred to above. There were some five or six of us standing around the depot at Mobridge, on a warm Sunday afternoon. Mobridge seemed to be a Sunday layover for work trains, and all were O. R. C. men except one, and in talking and joking this man proposed to go take one. One of the boys spoke up and said "I never drink." Then another and soon all the way around and back to the one that made the proposal and in reply he said he didn't either but he thought some of us might. I thought to myself how gratifying it

was to happen onto a bunch of railroad men like that, and so I found conditions about that way during my short trip along the Milwaukee and North-Western lines. Of course I wasn't looking for people that did or did not "drink", but when I hear a Brother workman say "I don't drink" I notice it and I believe our employers notice it, though they may not give us any credit for it, yet it's due us and the time will come when we will get credit for it. And further about the boys in the northwest: Well there's a standing invitation to "come and see us when you're out our way."

So it is with us we are glad to meet all the "good O. R. C. men," and when you happen to show up the boys of 381 can show you a good time.

Evansville, Ind. J. W. ERWIN.

Editor Railway Conductor:

Brother I. N. Irion, of Division 380, after many years' service as a conductor, has resigned and retired to his farm at Milford, Kansas. The good will of all conductors and all other railroad men of this division goes with him, and all join me in wishing Brother Irion many years of happiness and comfort with his children on the farm.

Mena, Ark. WARREN HURLBURT.

Editor Railway Conductor:

It has only been a few years since I was in the railroad service at Dodge City, Kans., and I yet feel interested in the conductors and their work, and especially in the work of taking care of the old conductors. I know that most conductors who live to be old accumulate but very little. That was my experience while on the road. In reading THE RAILWAY CONDUCTOR I notice a description in the last issue of the cotton fields and cotton picking in the south. I am glad to see enough interest to publish this sketch. This industry in the south is in its infancy and I look forward to rapid strides in its development. I have thought and studied about this matter and see from statements that the south is bound to grow to be a power in the manufacturing industry, and there is no better investment today than an investment in cotton mills properly managed.

I see from THE CONDUCTOR that the Brother and Sister organizations donate five hundred to a thousand dollars monthly to the Home in Chicago, for the aged railway employees. This means about two dollars per month from our 500 Divisions of O. R. C. if we paid it all, or twenty-four dollars per year. Then we have but very little to give

and can take care of but very few old conductors. Now, Brothers, we can do better than this by putting our shoulders to the wheel. Let the 500 Divisions put up \$100.00 each and 500 Lodges of the B. L. E. & B. L. F. put up \$100.00 each, or let 500 Divisions of the O. R. C., 500 Lodges of the B. L. F., 500 Lodges of the B. L. E., each put up \$75.00 and organize a \$100,000.00 cotton mill somewhere in the south, and donate the stock to the Home for the aged conductors and enginemen. This, properly managed, will guarantee a 20% dividend or twenty thousand dollars per year for the benefit of a Home. You see, Brothers, this is no idle talk and can be done, and will relieve this donation for all time and take care of all our old railroad men who are disabled. We could not do a better thing or make a better investment and would hurt no one. Say this would cost the members an average of \$2.00 each. You see what a power we can command. We are going to have one mill here and want another one. I will head the list with \$100.00 and donate it to the joint Home of the three Orders, or divide up and make it a Home of the four Orders, Conductors, Brakemen, Engineers and Firemen and let all lodges divide up and pay their proportionate share to incorporate with \$100,000.00 capital, and let the Home have all the stock. As I said, if you will locate this enterprise at this point I will donate \$100.00 stock. I would like to hear from some other Brothers. This can be done and mills are paying this amount, 20%, and getting richer all the time. You see what we can do, now with small giving by putting our shoulders to the wheel, and in a few years I guarantee enough to take care of all disabled railroad men who are destitute and need attention.

J. E. Dick.

Fair Bluff, N. C.

Editor Railway Conductor:

I am happy to announce through THE CONDUCTOR the fact that Division 152 on the 18th inst. was highly honored with the presence of our Grand Junior Conductor, Brother W. M. Clark, after July 1st, 3rd Vice-President. To us Brother Clark's visit was much like unto the prodigal son's, not in the sense of wasting his means in riotous living, or feeding on the husks, but in the sense of a coming home. Although his coming was sudden and stay brief, we, who had the pleasure of meeting him, find in him a true and loyal Brother, a man of high moral character, endowed with all of the qualities required to fill the office of high honor entrusted to his care. Brother Clark displays the magic

of a cheerful influence with those with whom he comes in contact, as well might fog and cloud and vapor hope to cling to the sun illumined landscape as the blues and moroseness to remain on any countenance when this cheerful Brother greets you with his hearty how do you do? It seems really to make the evening good and a prophecy of a good day to come after it. I do not know a more enviable gift than the energy to sway others to good, to diffuse around us an atmosphere of cheerfulness, piety, truthfulness and generosity. It is not a matter of great talent, not entirely a matter of great energy, but rather of earnestness and honesty, and of that quiet constant energy which is like soft rain gently penetrating the soil. In fact it is rather a grace than a gift and which can be only had freely for the asking, like unto that displayed by our good Brother and Grand Officer. God bless his bright, sunny face and grant that he may in his official duties, be guided by the sunshine of the ever cheerful illuminating smile of the Most High Officer of this grand old universe of ours, and I hereby take the privilege of extending to him in behalf of Division 152 a cordial invitation to come again quickly. We need all such men in our business.

Now, then, getting down to business relative to the duties of my office, I beg to inform you that we are on the road called progress, as nearly every meeting day we have an applicant for a goat ride. On last meeting day we initiated two, one of whom, according to the by-laws, on account of his age, was not eligible to the benefit of the insurance department. Brethren, these are the members whom we should appreciate and prize most highly. They voluntarily come with the full knowledge that they are non-beneficiary, thereby exhibiting a spirit of conviction to the doctrine founded upon the principles of our Order, and pledging their support to the good of the cause. While I am, by the Order of Railway Conductors, like I am by the church, an early consecration is half the battle, but it is never too late to do good, therefore, those who put it off and lastly see the error of their ways and come in the right manner and unites their support with ours regardless of the eligibility to the mutual benefit department, are to my mind, actuated by the right spirit and attached to just principles. Surely they shall reap their reward. The attendance at our meetings during this particular season of the year is as usual, very small. The C. and O. is busy hauling the black diamonds from the western coal fields to meet the demands of the monstrous fire eaters on sea and land, while the A. C. L., South-

ern and the R., F. & P. is taxed to its utmost capacity in transporting the southern vegetables to the market places in the far north and west. If you could only see these vegetable trains down here and stand and count one section after another almost continually throughout the day as well as night, and then too, notice the remarkable rate of speed they go, you would be bound to think like we have been taught down here, that the people in the north and west have got their pots on the fire already boiling, waiting for these vegetables. All we can hear is hurry up, or please advise. That makes us believe the pot is boiling. The vegetable trains or more properly speaking, cholera morbus trains, as we trainmen call them down here in old Virginia, are a beautiful representation of a funeral procession, you stand and gaze on section after section passing by, you will notice occasionally a train hurrying along laden with lumber, keeping time with the regular current of traffic. This is what we term the "coffin plank" train, and it is necessary, too, that this train should be given good movement in order to meet the demands made sure by the cholera morbus trains.

I trust none of our good Brethren in the far north and west will be victims of this dread disorder. However, if such be the case, don't worry about the coffin plank train. That, too, will be on hand with enough plank to encase all that remains of them and lay them away a senseless lump of clay. Beware, Brethren, be temperate in all things, thus saith the Lord.

I noticed in the June CONDUCTOR an article by the Rev. Charles Stelzle. Subject, Jesus Christ—Union Carpenter. This subject is a good one, and the views expressed by the Rev. Mr. Stelzle are also very good according to my judgment. It is a certain fact that Jesus was closely allied to the working class of people during his life on earth. According to the divine book that contains the history of our blessed Lord and Master relative to his earthly life, it was one of toil and labor from the manger to the cross. As a carpenter he labored faithfully side by side with his fellow-man, and, methinks, from the buzzing saw and steady hammer wielded by that strong arm came the echo of unionism in all of its beauty and glory, but to accomplish the end whereunto he was sent, he found it necessary at the beginning of his ministry to form an organization which consisted of laboring men true and loyal to the cause, although one who afterwards proved himself a traitor, and like unto our organizations of today in which are many Judas Iscariots, he accomplished his

purpose by the formation of this organization of union men, men who had effected an agreement and conjunction of mind, spirit, will, and affections in perfect harmony with his. This is what we can truthfully call unionism, and Jesus Christ was their peerless leader, therefore, he was and is today a union carpenter and breathes the same spirit into every other honest vocation of life, for it is written, "I will not leave thee nor forsake thee, lo I am with you always, even unto the end of the world."

Organized labor, as the Rev. Mr. Stelzle truthfully says, contains the elements which make for a higher type of manhood and womanhood, therefore I honestly believe every labor organization of the present day conducted in harmony with its written law is nothing more or less than an auxiliary to the one grand organization of saints in Christ Jesus who is our *Grand Chief Conductor*.

JAS. W. TIGNOR.

Richmond, Va.

Editor Railway Conductor:

Having just returned from visiting Memphis Division 175, where I spent a very pleasant two hours, I find in my mail a program of the Memorial services held at my Division, No. 89, Louisville, Ky., today, and it has made me sad indeed to know that I could not be there. The order of service was very appropriate for the occasion, for which Brother Jno. W. Whedan and his associated committee deserves much credit. The speakers were Prof. W. H. Bartholomew, Principle Louisville Girls' High School; Brother W. T. Moran, subject, Brotherhood Railway Trainmen; Brother J. S. Robinson, subject, Order of Railway Conductors, and a very interesting and appropriate letter from our old S. & T., Brother C. S. Dodson, of East St. Louis, Ill.

The music for the occasion was furnished by some of Louisville's most charming singers and musicians. Miss Flora Margarette Bartell, soprano; Mrs. Carrie Rothschild Sapinsky, contralto; Mr. Thomas C. Barr, tenor; Mr. W. Douglas Webb, bass; Mr. John Mason Strauss, organist and director, who sang the following appropriatesongs: "But the Lord is Mindful," "Cast thy Burden on the Lord," "Come unto Him." Opening prayer and benediction by dear old Prof. Bartholomew.

As I walked around Memphis this evening, I noticed a monster meeting in the interest of Moyer, Haywood and Pettibone, and that reminds me. The story of Orchard is finished and reveals him as a monster such as were supposed to have become extinct with the dark ages. Yet, when we stop to think,

there is nothing unusual or even not accounted for in human nature as we know it.

Men have always existed and always will exist, it seems, who care nothing for human life. Some very good men, judging by ordinary standards, seemingly care nothing whatever for the lives of their fellows.

Indeed the mine owners have had to be compelled by law to make even the smallest provision for the safety of their employees.

Railroads *never* adopted safety appliances until the voice of the law spoke the command.

Thousands upon thousands of precious lives have gone out, and are going out, because railroad companies fail to spend the proper amount of money upon track and equipment, preferring to use it to pay dividends on watered stock. Dangerous vocations exist in which the danger might be lessened materially by the employer; yet, as a rule, he's willing to allow the risk of life to remain heavy rather than to spend a few dollars in improving conditions. These are not to be classed with Orchard exactly, but they serve to show the callousness to human suffering induced by lust of money. The milk inspectors of our cities will bear testimony that there are a few dairy men in every locality who buy condemned cows and endeavor to sell milk containing germs of fatal diseases, regardless of the lives of their customers, risking the slaughter of infants in order that they may make a few more dollars, while the absolute disregard to human life shown by the money grabbing packing house owners has made a story that shocked and terrified the human race.

Between the above mentioned and Orchard, the dealer in direct assassination, there is but a very short step. Every man in our land knows there are agencies that for a small sum per day furnishes armed men guaranteed to shoot to kill upon order of the employer.

Gigantic corporations and multi-millionaires have too often employed the Pinkerton Guards for their existences to buy anything but stale news.

The story of Orchard may be true or false, but to men informed on modern conditions it shows no new monster, but simply emphasizes the fact that men still kill for hire as they always have.

As to the connection of Moyer, Haywood and Pettibone with these murders, we decline to be bound by the man Orchard admits himself to be. But if they were connected as testified to, they are the fit associates of the mine owners who employed hired thugs and the officials of Idaho and Colorado who violated every provision of the bill of rights and

trampled human liberty under their feet in their fight against the organization of which the distinguished trio are at the head.

Some eight or ten years ago I was among the first, if not the first, to advocate public ownership in the Fraternal department of THE CONDUCTOR. Many of the Brethren thought me "bug house" then, but since then "there are others." Wm. Jennings Bryan, for instance, and I see President Roosevelt is becoming quite an advocate of public ownership.

In his recent speech at Jamestown Exposition, he came out boldly for the government retaining its mineral lands in the west, and leasing the coal lands to be operated under government supervision. He thinks this plan to be the best to offset the evils of the coal trust.

Thousands of people in this country who were not favorable to public ownership are rapidly being forced to accept that policy as the only means of relief.

The trusts, monopolies and the insolvency of the owners of public utilities are doing more by their methods, to create a sentiment in favor of public ownership than any other agency.

Mr. Roosevelt complains that the combinations of capital have grown so strong that they menace the very government. The same can be said in cities, where the public utilities are owned by corporations. They take a hand in politics and dominate the municipal government, and thereby create a greater evil than that of politics in municipal ownership.

Some years ago for a man or a newspaper to stand for municipal ownership meant to be called a crank, but the masses of business men, and people in all walks of life are becoming educated upon the subject and when it can count such men as Bryan and Roosevelt as its advocates it's time for the people to wake up and consider by what means they can get public ownership. And when they find out, you will see that I am right when I advocate direct legislation. That and that only, will give them public ownership and everything else to which they are justly entitled.

May 22, 1907, while our Grand Division was in session in this city, the Manufacturers' Association was in session in New York. I looked in vain for news from the former in the newspapers, but none appeared, but many of the leading dailies of the land gave two or more columns to the proceedings of the latter, and among other things mentioned was the fact that said Manufacturers' Association had pledged itself to raise a million and a half dollars in the next three years to fight union labor.

Direct legislation would make their



GENERAL COMMITTEE OF ADJUSTMENT CHICAGO & EASTERN ILLINOIS RAILWAY

Top Row—C. G. Allen, B. R. T. 675; F. W. Morgan, B. R. T. 231; E. W. Lafeber, B. R. T. 760; Earl Pread, O. R. C. 409; T. W. Davis, O. R. C. 92.
 Bottom Row—J. A. Cain, B. R. T. 647; John Britt, B. R. T. 583; R. L. McLenore, O. R. C. 127; F. C. Hurst, O. R. C. 1.

million and a half as worthless for the purpose for which it is intended to be used as is a corn on your little toe.

If the Order of Railway Conductors and all other great Orders, were doing the work they ought to be doing, those enemies of organized labor would soon learn that such an unjust fight against the bread winners and wealth producers of the land would be futile.

Ten years ago I advocated public ownership. It's coming fast. Now watch direct legislation follow.

"I told you so."

Louisville, Ky.

VERITAS.

Editor Railway Conductor:

I arrived here June 4th, and while waiting for the U. S. Army transport on which I am to sail to the Philippines, thought I would drop the CONDUCTOR a letter.

To my way of thinking much was accomplished at the Grand Division, many of the changes will be much appreciated in the future. All the officers were entitled to more pay, and the proper

thing was to give them the increased salary. Our journal compares favorably with any of the labor or civic periodicals published, and Brother Kellogg deserves much credit to have brought this about.

I am leaving this good old country of ours for two years, and should be in Manila most of that time, and if the editor will not put it into the waste basket I shall from time to time send a letter of the things I see, that will be of interest to the members.

We go direct to Honolulu, thence to Guam, then on to Manila, will be at sea about twenty-eight days; the ship that I am assigned to will have on board about two thousand soldiers.

I will miss the comradeship of the boys in No. 1 and of the many Brothers that I know over the country. Should there be anything that any should like to know about in that country, a letter directed to me at Manila, P. I., will reach me. Wishing one and all good luck and good bye,

B. B. RAY.
San Francisco, Calif.

Dear Railroad Passes.

CHICAGO "RECORD-HERALD."

How dear to my heart are the old railroad passes,

As fond recollections present them to view;

The passes which lifted me over the masses,

The "trips" and the "round trips", and the
"annuals," too;

The B. & O. pass and the Union Pacific,

The passes I've had on the D. & R. G.,

The Santa Fe pass, that with thought beatific

I gazed upon once, as 'twas handed to me!

Oh, beautiful passes, Oh, dear railroad passes,

Which noble officials once issued to me!

Those small strips of paper I always will treasure,

Although no conductor may honor them now;

Ah, once they were sources of exquisite pleasure,

And still they send happy thrills through me,
somehow.

I've ridden on passes from ocean to ocean,

I've traveled in Pullman and parlor cars free;

Alas, why did Hepburn conceive the wild notion

Of taking my dear railroad passes from me?

Oh, beautiful passes, Oh, glorious passes,

The passes that brought so much comfort to me!

They tell me 'tis useless to hope for a minute

That ways may be found for evading the law;

There's not the least sign for a loophole within it;

I drown, and may not e'en clutch at a straw!

Behold me a victim of sad contemplation,

A future all dismal and passless I see;

The joys that accompany free transportation

They've ruthlessly taken forever from me!

Farewell to the passes, the dear railroad passes,

That never again may bring gladness to me.

LEGAL

Legal Decisions of Interest to Railroad Men.

Prepared for The Railway Conductor by COLIN P. CAMPBELL, Grand Rapids, Mich.

Right to expel a passenger for refusal to pay fare.

On December 17th, 1903, the plaintiff being a passenger on defendant's train from Montclair to Upper Montclair in the state of New Jersey, which stations are nearly two miles apart, tendered the conductor in payment of his fare a ticket that bore date December 15th, 1903, and read as follows: "Good only for one continuous passage, Montclair to Upper Montclair, beginning on the day of sale or the next day," the ticket had been sold to plaintiff on December 15th and hence by its terms had expired. Upon being informed by the conductor that under the rules of the company the ticket could not be accepted for fare after the date of its expiration, the plaintiff refused to pay any other fare, and, when told that under the rules he must in that case leave the train, replied that he would not do so unless legal force was used. When the train reached the next station, the conductor placed his hand on the plaintiff's shoulder and the two walked to the rear platform of the car, and when the train had stopped at the station the plaintiff stepped down on the bottom step from which before the train moved off he was given a last push by the conductor. For this expulsion the plaintiff brought action and recovered substantial damages from the railroad company.

It also appeared in evidence that plaintiff paid ten cents for his ticket, for which price he should have been given a ticket that was not limited, that

the limitation printed on the ticket was one that the company could not lawfully impose, and that the limitation had not been noticed by the plaintiff. Whether tickets without this limitation were issued by defendant and were on sale at its ticket offices did not appear. The plaintiff also testified that he had with him twenty cents, the amount of the fare and excess fare demanded of him by the conductor, but that he had paid the full price and refused to pay over again.

The court said: "It is entirely clear that whatever injury the plaintiff suffered at the hands of the defendant had its origin in the delivery to him by the ticket agent of a ticket that was limited as to the time within which it must be used, whereas, for the price that he paid he ought to have been given a ticket that was not so limited. It is equally clear that the present suit is not grounded on this injurious act of defendant or its ticket agent, but upon the conductor's denial of the plaintiff's right to travel upon the ticket that was presented to him, which was a ticket which on its face negatived the right that was claimed under it by plaintiff. The precise question, therefore, is whether a passenger who has been expelled from a train for refusing to pay his fare may maintain an action for such expulsion, if previously thereto he had tendered to the conductor a ticket that on its face was not receivable for his fare, provided that he accompanied such tender with the true statement that he had paid for such

ticket the full rate for which a proper ticket ought to have been issued to him. In still narrower form the question is whether the rule that permits the expulsion of a passenger who neither pays his fare nor tenders a ticket that shows his right to ride is abrogated or modified by the circumstances that were communicated to the conductor in the present case.

"While this question is one of first impression in this court, the underlying proposition that a passenger may lawfully be ejected for nonpayment of fare, must be taken as entirely established in this state. That 'Railroad companies are not bound to carry a passenger unless on payment or tender of his fare, that they may in such cases refuse to permit him to enter the cars, or having entered them may require him to leave them before the termination of the journey and that if he refuses to leave they may remove him at a suitable time and place, using no unnecessary force' were more than a half a century ago treated by the chief justice as unquestioned propositions from which to reason with respect to a reasonable regulation."

The court then reviewed a large number of cases and proceeded, "These

cases and a host of others that might be cited concur in holding the general doctrine that the expulsion by a conductor of a passenger who neither pays his fare nor tenders a ticket that evinces his right to carriage is in the absence of unnecessary force not actionable. To this doctrine we yield entire assent."

"Railroad companies as they exist in this country are corporations in which private capital is embarked in public use. These corporations possess therefore, a dual nature, having in trust on the one hand, the financial interests of their stockholders, and on the other the convenience and safety of the traveling public. Hence the transaction by which a passenger purchases a ticket from one of these agents for presentation to the other is likewise of this same dual nature and involves an observance on the part of the passenger of all reasonable regulations established for the conduct of such other departments."

"Our conclusion upon the whole case is, that the plaintiff was lawfully expelled from the train for non-payment of fare and that for such expulsion no action can be maintained."

Shelton v. Erie R. Co. (N. J.) 66 Atl. Rep. 403.



FORUM OF STANDARD TRAIN RULES

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

EDITOR FORUM—Will you please answer the enclosed questions according to standard rules? We do not all agree and we are looking for information.

Two Harbors, Minn. MEMBER.

In the following examples would the train on the old time table assume the correspondingschedule of thecorresponding number on the new time table? If so, why? If not, why not?

Old Time New Time Change of
Lv. Duluth Lv. Duluth Time
April

A	9:00 p. m.	7:00 p. m.	5:00 p. m.	1
B	3:15 p. m.	1:00 a. m.	2:00 a. m.	2
C	3:00 p. m.	11:00 p. m.	5:00 p. m.	1
D	3:15 p. m.	11:30 p. m.	3:00 a. m.	2
E	12:01 a. m.	11:59 p. m.	2:00 a. m.	1
F	12:01 a. m.	11:59 p. m.	2:00 p. m.	1
G	11:00 p. m.	1:00 a. m.	2:00 a. m.	2
H	1:00 a. m.	11:00 p. m.	2:00 a. m.	1
I	11:00 p. m.	12:15 p. m.	12:05 a. m.	2

In answering the above example base your calculations on train of April 1st.

Please number your answers to correspond with same letters as the examples given above.

ANSWER—In answering the above examples we assume that in each case the schedules correspond in class, direction and initial and terminal stations.

A. Yes. (Although neither train would be on the road when the new time table went in so they would simply start from the terminal whether schedules correspond or not).

B. No. The train is of April 1st and schedule of April 2d.

C. Yes, but there would be at least six hours dead time.

D. No. Train one date, schedule another.

E. Yes, but there would be at least 22 hours dead time.

F. Yes, but there would be at least 10 hours dead time.

G. No. Train of one date, schedule of another.

H. Yes. But there would be at least 21 hours dead time.

I. No. Train one date, schedule another.

The above answers are based on the intention of Code Rule 4 as revised.

Under examples C, E, F, and H, the train of the old card could wait and take up the schedule of new card of the same date, but could not take the schedule on the new card of the day before. (To illustrate, in example H a train leaving on the old card at one a. m., could not consider themselves entitled to use the schedule of same number that would be then about two hours overdue, as such schedule would be of different date.)

Also under examples C, E, F, H, a train may not be started from its terminal on April 1st, if train of the old timetable had run because two trains of the same schedule may not run over the same portion of track on the same day. Rule does not say this; we infer it.

Time and time again has this new rule 4 been declared sufficient to meet all and every condition that may arise under change of time-table, but in spite of these declarations we have steadily maintained that the rule is defective and not properly worded. In answering the above questions we have "assumed" that the rule meant certain things because the committee had certain things in mind when the rule was adopted, otherwise we could not answer these questions from the rule. Take for instance example C. If the wording of the rule was followed the schedule of the new time-table could not be used not even for the train of the old time-table to "retain its train orders and assume the schedule of corresponding number of the new time-table, because the last paragraph of new rule 4 says that "not more than one schedule of the same number and day shall be in effect on any division (or subdivision)." This statement is ambiguous, it may mean that, the old schedule having been in effect on that division the new schedule cannot be in effect; or that only one schedule at one time could be in effect, that is, the old schedule having died, the new one would be effective for the train of the new time-table. This latter view is the one we take in certain cases and we are compelled to take the other in certain other cases, so the other rule is wabbly. For should a train of the old time-table be due to leave its initial station at 1 a. m. and new time-table take effect at 2 a. m. with corresponding schedule due to leave at 3 a. m. there is nothing in the rule to prevent the train started on old time-table from assuming the new schedule and there is nothing in the rule to prevent a train being started from its initial station at 3 a. m. on the new time-table.

Another weak feature of the rule is that it authorizes a train of the preceding time-table to assume a corresponding schedule but does not provide that such schedule shall be in effect. We hold that an order to assume a schedule does not and should not make such schedule effective unless the rules provide that it shall be in effect. The train dispatcher

may issue an order for a train to run on a certain schedule, but if such schedule is over 12 hours over-due it is of no effect and the train cannot use the schedule notwithstanding the fact that it holds orders to assume the schedule. Then the status of a train which is late is not defined, for example, No. 1, of old and new time-table due to leave initial station at 1 a. m. new time-table takes effect at 2 a. m. and No. 1 is two hours late. Can they assume the schedule? Is the schedule valid? These questions were put up to the Train Rules Committee of the American Railway Association and they answered in effect that the questions were not important, that the points were covered by the rule.

We do not bring up these points for idle criticism, but we are pointing these things out so that roads using this rule may settle these questions for the guidance of their men before complications arise. We suggest that the rule should have read:

4. When a new time-table takes effect it supersedes the preceding time-table and its schedules take effect on any division (or subdivision) at the leaving time at their initial stations on such divisions, (or subdivision) except as stated below:—

When a schedule of the preceding time-table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time-table, such schedule, if due to leave its initial station on both old and new time-tables before the new time-table takes effect, will be effective the moment the new time-table takes effect subject to the provisions of Rule 82, and a train authorized by such schedule will retain its train orders and assume the schedule of corresponding number of the new time-table.

A schedule of the new time-table due to leave its initial station after the time-table takes effect, which has a corresponding numbered schedule on the old schedule on the old time-table of the same date and due to leave its initial station on old time-table before the new time-table took effect, shall not be in effect until the following day.

Schedules on each division (or subdivision) date from their initial stations on such divisions (or subdivision).

Not more than one schedule of same number and day shall be in effect over any portion of a division (or subdivision).

EDITOR FORUM—Eng. 95 receives following orders at Cleveland, the initial point coming east:

Eng. 95 will run extra Cleveland to Dunkirk and meet No. 3 at Dunkirk—the middle of division. On arrival at Dunkirk they receive an order to run as No. 4 Dunkirk to Buffalo. Can they leave Dunkirk without having this order annulled to meet No. 3 at Dunkirk?

W. L.

ANSWER—Yes, as upon arrival at Dunkirk they are no longer extra 95, and upon receipt of order they are No. 4 and being superior to No. 3 they may proceed.

EDITOR FORUM—Will you, in your next issue kindly give explanation of Rule 4(B) standard Code of Rules? Below are rulings on Rule 4(B) which we are now working under.

Rule 4 (B). Time-table changes at 12:01 a. m. January 24th..

No. 1, an old time-table due to leave A at 2:10 a. m. and on new time-table at 11 p. m. When can No. 1 leave A, on new time-table and if it had to be annulled, what date could be used in annulment of order?

Our ruling, which we are now working under, is as follows:

No. 1 could leave A, the moment the new time-table takes effect and would be one hour late, as No. 1 of the 23rd had been represented and No. 1 of the 24th would be represented out of A at 11 p. m. the 24th. If it were necessary to annul the No. 1 referred to above, it would be by description without a date, as: "No. 1, which assumed the schedule of No. 1 on new time table No.—, when that time-table took effect, was due to leave A at 12:01 a. m., January 24th, is annulled A to C.

Would this not be authority to run two No. 1's on the same date?

Cran Brook.

A MEMBER.

ANSWER—The old rule 4(B) required constant watchfulness on the part of all concerned. It is the duty of the dispatcher, or train-master to see that two trains of the same number do not run over the same portion of a division without first arranging that inferior trains be notified. The ruling stated above is substantially correct. A few contend that No. 1 could not run till 11 p. m. after new time-table took effect, but such view is not warranted by the rules or by any ruling of the association. The new time table supersedes the old and under the rules does not operate differently on the first day of its existence than on any following day of its use, except when a train has not a corresponding number. Rule 82 governs, and corresponding schedules are fully alive.



OFFICIAL CHANGES

H. E. Rodas has been appointed general manager of the Flint River and Gulf.

S. T. Grimshaw has been appointed superintendent of the Live Oak, Perry & Gulf.

George H. Phillips has been appointed superintendent of the New York & Ottawa.

S. C. Gardner has been appointed assistant superintendent of the Pullman Company at El Paso, Tex.

O. J. Brown has been promoted to be general yardmaster of the Galveston, Houston & Henderson at Houston, Tex.

F. M. Dever has been appointed general manager of the Gulf & Interstate, with headquarters at Galveston, Tex.

E. J. Bouchard has been appointed superintendent of the Sierra Railway of California, with office at Jamestown, Calif.

C. S. Sims, general manager of the Delaware & Hudson, has been elected second vice-president of the Delaware and Hudson.

H. R. Nickerson, who recently resigned as vice-president of the Mexican Central, has been elected president of the Rio Grande, Sierra Madre & Pacific.

William J. Harahan has resigned the office of fourth vice-president of the Illinois Central and has been appointed assistant to the president of the Erie Railroad.

W. J. Helmick has been appointed superintendent and general freight and passenger agent of the Brookhaven & Pearl River, with headquarters at Brookhaven, Mass.

J. E. Carver has been appointed superintendent and James Simpson master mechanic of the new Fargo division of the Northern Pacific, including that part of the main line and the branches between Fargo and Jamestown, N. D.

O. E. Maer has been appointed superintendent of the Wichita Valley, with office at Seymour, Tex.

A. M. Acheson has been appointed superintendent of the Trinity division, Missouri, Kansas & Texas.

J. L. Ensign, second vice-president, has been elected president of the Live Oak, Perry & Gulf; office, Live Oak, Fla.

F. D. Hamilton has been appointed superintendent of terminals of the Tehauntepec National at Salina Cruz, Mex.

George Dunglinson, auditor and assistant treasurer, has been appointed also superintendent of the Birmingham & Atlantic.

W. A. McGovern is appointed superintendent of the coast division of the Southern Pacific, with headquarters at San Francisco.

D. C. Coleman has been appointed superintendent of the third district of the Canadian Pacific, with headquarters at Nelson, B. C.

C. L. Mayne has been appointed superintendent of the Spokane division, Great Northern, with headquarters at Spokane, Wash.

O. E. Maer has been appointed superintendent in charge of transportation, maintenance of way and motive power of the Wichita Valley.

R. J. Sullivan has been appointed superintendent of the Shreveport and Mineola divisions and McKinley branch of the Missouri, Kansas & Texas.

J. L. Dunn, trainmaster of the Galveston, Houston & Henderson, has been appointed superintendent of the Galveston Wharf Company at Galveston, Tex.

B. E. Palmer, heretofore assistant general superintendent of the Northern Pacific at Tacoma, Wash., has been appointed general superintendent of the western division.

J. W. Walton has been appointed superintendent of transportation Missouri, Kansas & Texas, with headquarters at Denison, Tex.

P. H. McCauley has been appointed car accountant of the Northern Pacific, with headquarters at St. Paul, Minn. J. C. Roth has been appointed assistant superintendent of transportation, with office at Tacoma, Wash.

F. B. De Garmo, trainmaster of the Cincinnati, Hamilton & Dayton at Moorefield, Ind., has been appointed chief train dispatcher of the Kansas City Southern at Kansas City, Mo.

J. A. Naugle, assistant general manager of the Sonora Railway, has been appointed assistant to Vice-President Hudson of the Mexican Central, with headquarters at the City of Mexico.

S. W. Brown, assistant general superintendent of the Lake Shore & Michigan Southern, has been appointed general superintendent of the Michigan Central, with headquarters at Detroit, Mich.

A. B. Apperson heretofore assistant superintendent of the Rio Grande Western at Helper, Utah, has been transferred to Salt Lake City, Utah, in a similar capacity. R. R. Southerland succeeds Mr. Apperson as assistant superintendent at Helper.

E. M. Costin has been appointed superintendent of the Indianapolis and Cleveland divisions of the Cleveland, Cincinnati, Chicago & St. Louis. Mr. Costin is succeeded as trainmaster of the St. Louis division by W. I. Lampert, heretofore assistant trainmaster.

A. D. Bethard has been appointed assistant general manager, Missouri, Kansas & Texas, with headquarters at Dallas, Texas. Mr. Bethard has had 15 years' continuous service with the Missouri, Kansas & Texas as train dispatcher and superintendent of transportation.

I. B. Richards has been appointed superintendent of transportation of the Northern Pacific, with headquarters at St. Paul, Minn. Mr. Richards has been with the Northern Pacific since 1892, as dispatcher, chief dispatcher, trainmaster and, since 1903, superintendent of car service.

F. R. Coates of a Chicago engineering firm, and formerly chief engineer of the Chicago & Great Western, is president and general manager. T. H. Fitzgerald is vice-president and John Y. Smith treasurer, and William G. Livingston attorney of the San Pete Valley Railroad Company, recently organized at Salt Lake City, Utah.

W. E. Brooks, previously inspector of passenger service, has been appointed superintendent of the Northern Kansas division, Missouri Pacific, at Atchison, Kan.

W. S. Martin, who recently resigned as general manager of the Mexico & International has been appointed assistant general manager of the Denver & Rio Grande.

J. L. Dunn has been appointed superintendent of the Galveston (Tex.) Wharf Company's yards. He was previously trainmaster on the Galveston, Houston & Henderson.

Leroy Kramer, assistant to the second vice-president, St. Louis & San Francisco, has been appointed superintendent of the Kansas division, with headquarters at Neodesha, Kan.

W. H. Averell has been appointed superintendent of the Tucson division of the Southern Pacific. F. M. Worthington has been appointed assistant superintendent of the Tucson division.

W. R. Hudson, superintendent of terminals, has been appointed superintendent of the Danville division, Southern Railroad, with office at Greensboro, N. C. J. W. Wassum is appointed superintendent of terminals at Spencer, N. C.

C. H. Scott has been appointed superintendent of the Ft. Worth, Dallas, Denton and Henrietta divisions, and the Sherman, Bonham and Clerburne branches of the Missouri, Kansas & Texas, with office at Denison, Texas. E. F. Stahl has been appointed acting superintendent of the Shreveport and Mineola divisions and the McKinney branch, with headquarters at Greenville, Tex.

Albert S. Ingalls has been appointed assistant general superintendent of the Lake Shore & Michigan Southern, Lake Erie, Alliance & Wheeling and Dunkirk, Allegheny Valley & Pittsburgh roads of the New York Central Lines, with office at Cleveland, O., vice S. W. Brown, resigned to become general superintendent of the Michigan Central.

T. E. Hill, heretofore roadmaster of the Louisiana division of the Illinois Central has been appointed superintendent of the Louisiana division, with office at McComb, Miss. T. L. Dubbs, heretofore trainmaster at Fulton, Ky., has been appointed superintendent of the Nashville division, with headquarters at Nashville, Tenn. G. E. Galloway has been appointed trainmaster of the Fulton district of the Tennessee division, with office at Fulton, Ky.

J. H. Rosenstock, general yardmaster of the Baltimore & Ohio at New Castle Junction, Pa., and John Nyland, general yardmaster at Cumberland, Md., have both been appointed inspectors of yards, a new office. They will make periodical trips to the different terminals and yards and look after the movement of cars. J. K. Graham, agent at Wheeling, W. Va., and C. L. Johnson, agent at Columbus, O., have been appointed inspectors of station service, a new position, and will report to the general manager direct.

W. E. Brooks, inspector of passenger service of the Missouri Pacific, has been appointed superintendent of the Northern Kansas division, with office at Atchison, Kan., to succeed J. M. Walsh, who has been transferred to the superintendency of the central division with headquarters at Van Buren, Ark. A. J. Alexander, superintendent of the Arkansas division, has been appointed superintendent of the eastern division, with headquarters at Sedalia, Mo. J. W. Dean has been appointed superintendent of the Missouri division, with office at De Soto, Mo., to succeed J. Cannon, who has been transferred to Little Rock, Ark., as superintendent of the Arkansas division in place of A. J. Alexander. L. B. McGuire has been appointed trainmaster at Pittsburg, Kan.

H. B. Earling, heretofore assistant general superintendent of the Chicago, Milwaukee & St. Paul at Minneapolis, Minn., has been appointed superintendent of the Chicago, Milwaukee & St. Paul Railway Companies of south Dakota and Montana, in charge of the lines now under construction, east of and including Butte, Mont. J. H. Foster has been appointed assistant general superintendent of the northern district, with headquarters at Minneapolis, Minn. W. B. Foster has been appointed superintendent of the Chicago & Council Bluffs division in Iowa, with office at Marion, Iowa. B. F. Van Vliet succeeds Mr. W. B. Foster as superintendent of the River, Chippewa Valley and Wabash divisions, with headquarters at Minneapolis, Minn. G. A. Van Dyke has been appointed superintendent of the Hastings and Dakota division, with office at Minneapolis, succeeding Mr. Van Vliet. R. P. Edson has been appointed to succeed Mr. Van Dyke as superintendent of the White River Valley Line. Effective on July 1.

C. G. Walker has been appointed superintendent of the Louisville division of the St. Louis-Louisville lines of the Southern Railway, with headquarters at Louisville, Ky. J. F. Sheridan, heretofore assistant superintendent of the St. Louis division of the St. Louis-Louisville lines, has been appointed superintendent of terminals at East St. Louis, Ill.

J. M. Graham, vice-president of the Erie Railroad, has received the honorary degree of doctor of engineering from the Kentucky State College. The degree was conferred at the thirty-ninth annual commencement on June 4, when the recipient was the guest of honor of President Patterson at a public reception. The degree is an unusual one, not more than eight persons in the United States, it is said, having received the title from any college.

C. M. Levey, third vice-president of the Northern Pacific, announces that, effective on June 15, the company's lines will be operated in two grand divisions as the lines east and west the lines of Trout Creek, Mont. H. J. Horn, with headquarters in St. Paul, will be general manager in charge of maintenance and operation of lines east. H. C. Nutt, with headquarters at Tacoma, will be general manager in charge of maintenance and operation of lines west.

Effective on July 1, the lines of the Norfolk & Western will be operated in two general divisions, in charge of general superintendents as follows: A. C. Needles, heretofore general superintendent, has been appointed general superintendent of the eastern general division, covering all lines of Bluefield east and including the Norfolk terminals, with headquarters at Roanoke, Va. George P. Johnson, superintendent of the Scioto division, has been appointed general superintendent of the western general division, with jurisdiction over all lines west of Bluefield and including Bluefield terminals, with office at Bluefield, W. Va. E. A. Blake, heretofore superintendent of the Shenandoah division, has been transferred to the superintendency of the Scioto Valley division, with headquarters at Portsmouth, O. James T. Carey, heretofore assistant superintendent of the Pocahontas divisions, has been appointed superintendent of the Shenandoah division, with office at Roanoke, Va.



MENTIONS

Division No. 2 will hold no regular meetings during July, or August.

Division No. 3. will hold regular meetings only on the fourth Sundays during July, August and September.

Division No. 9 will hold regular meetings only on second Sundays of July and August.

Division No. 12 will hold regular meetings only on the 4th Sundays during the months of July, August and September.

Division No. 24 will hold meetings only on the first Sundays of July, August and September.

Division No. 54 will hold no meetings during July and August.

Division No. 68 will hold no regular meetings during July, August and September.

Division No. 91 will hold regular meetings only on the 4th Sundays during July, August and September.

Division No. 92 will hold but one regular meeting a month during July and August.

Division No. 113 will hold no regular meetings during July and August.

Division No. 118 will hold regular meetings only on the 4th Sundays during July, August and September.

Division No. 134 will hold regular meetings only on the second Monday and 4th Sunday during July, August and September.

Division No. 150 will hold regular meetings only on the 4th Sundays during July and August.

Division No. 157 will hold no regular meetings during July and August.

Division No. 206 will hold no regular meetings during July and August.

Division No. 211 will hold no more regular meetings until September.

Division No. 227 will hold regular meetings only on the first Sundays during July, August and September.

Division No. 259 will hold no regular meetings during July or August.

Division No. 301 will hold but one meeting a month during July and August.

Division No. 313 will hold meetings only on the 1st and 3rd Sundays during July, August and September.

Division No. 316 will hold regular meetings only on the first Friday during July and August.

Division No. 317 will hold no regular meetings only on the first Sundays of July, August and September.

Division No. 343 will hold no regular meetings during July and August.

Division No. 346 will hold no regular meetings during July and August.

Division No. 373 will hold no regular meetings during July or August.

Division No. 381 will hold no regular meetings during July or August.

Division No. 446 will hold no more regular meetings until the second Sunday in September.

Envelopes for use of the members of the Benefit Department are being mailed as rapidly as possible—be patient.

As we go to press, war has not yet been declared between Japan and the United States!

Brother E. E. Roos, of Division 36, is now roadmaster of P. V. L., and superintendent of B. B. W. S. new lines and extension work for the A. T. & S. F., which will be the main line when completed; headquarters at Canyon, Tex.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Brother J. S. Flack of Division 421, was appointed trainmaster Ft. Worth & Denver City Ry. with headquarters at Wichita Falls, Texas.

Anyone knowing the whereabouts of Elmer Owen or William Dow, formerly of Stuart, Iowa, will kindly communicate same to C. E. Owen, Box 410, North Bend, Oregon.

We are pleased to note that Brother W. D. Moore has been appointed general yard master at Chaffee, Mo., for St. Louis & San Francisco R. R. Brother M. is a member of Division 422.

I have some valuable information for Conductor R. L. McLemore. When last heard of he was at Danville, Ill., with the Rock Island R. R. Wire or write me any information, at my expense. Author Gooble, Burnet House, Cincinnati, Ohio.

An enthusiastic Brother speaks thus of Brother Owens: "Nothing affords me greater pleasure than to say—Another conductor hitting the official list. Brother D. W. Owens was appointed night G. Y. M. at Two Harbors, with jurisdiction over 30 engines. Division 360 feels proud to see the appointment come from these lines. 'Dave can hit the ball.'"

Holland and Her Lace.

There has never been a time since the beginning of the fifteenth century when Holland has not depended on the wages of her lacemakers, and she does so still. There is hardly a town, east or west, where it is not made, and in West Flanders alone are 400 schools today where the making of lace is taught to 30,000 children. There are, besides, the beguinages, as they are called. There are institutions presided over by a Catholic sisterhood. The inmates support themselves, and give a certain number of hours' work each day for the support of the sisterhood, usually by making lace. There are thousands of workers in these homes.—From N. Hudson Moore's "The Lace-Maker" in July St. Nicholas.

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your **DIVISION NUMBER** and **STATE**. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Take care of your secret life and the surface life will take care of itself.

Brother Pat Grace of Division 44, lost his pocket book containing about \$35.00, some old Division cards (not for 1907), all his receipts and other papers. If found, kindly send to him, Room 50 Union Depot, Denver, Colo.

We note that Division No. 501 of Murphysboro, Ill., has just been started on its journey by Brother Sheppard. They've taken the name of *Logan*, which sounds good to us, because it shows they have got the grit to stick to it and make the Division a success. We hope to see 501 flourish like the Biblical Green Bay Tree.

In a reproduced number of "The Silver Standard" of June, 1847, we note a mention which reads as follows: "It is reported that the Western Railroad Company has given directions to cut down all telegraph poles which lean so as to endanger the lives of brakemen on the tops of trains." Looks like railroading has progressed some since then, eh?

Elkhart Division No. 19, held a drawing on June 29, for Gents' and Ladies' Gold watch. Ticket No. 996, held by Brother M. Bowden, of Hillsdale, Mich., was the lucky number for the Gents' watch. Ticket No. 1087, held by James Morris, of Elkhart, Ind., drew the Ladies' watch. The ladies served ice cream and a good time was had by all. Division 19 extends thanks to all who took part in the affair.

With Mr. Bryan preaching "regular sermons" every Sunday, Secretary Taft addressing the Young Men's Christian Associations, Gov. Hughes lecturing on civic righteousness on Sunday evening, and the president proclaiming the everlasting goodness of the good and the unutterable badness of the bad, it must be admitted that the era of high moral ideas in politics is not quite gone, says the Boston Herald. And still it will be just as well to keep an eye on the "practical men" who are running the machines.

You are cordially invited to be present at the Thirteenth Annual Reunion of the Old Atlantic & Great Western Railroad Employes, To be held at Galion, Ohio, Saturday, August 24th, 1907.

M. A. RICKSECKER, President,
Galion, Ohio.

W. E. NICHOLS, Secretary-Treasurer,
Meadville, Pa.

J. J. YOUNGSON, Vice-President,
Meadville, Pa.

All old employes of the A. & G. W. R. R., with their wives, are requested to become members of the Association by forwarding to the Secretary one or more years' dues at the rate of fifty cents per year, and receive a Certificate of Membership, which is to be formulated at this reunion. Come and meet old acquaintances of the broad gauge times.

Hamilton Carhartt Voluntarily Places His Immense Factory on the Eight Hour Basis.

A reference to our advertising pages in the front of this number will show our readers what our old friend, Hamilton Carhartt, is attempting to do. It will be remembered that the Typographical Union has spent millions of dollars to establish the eight hour day in their work. Mr. Carhartt is placing his great plant on the eight hour basis voluntarily. At first this will work quite a loss and sacrifice to him, but we believe in the end it will work both to his and others' advantage. He is always in the vanguard in sharing his great prosperity with his employes and his motto is "A profit sharing corporation." The eight hour day is gaining favor all over in all occupations and we trust Mr. Carhartt's example will be seen and followed by many. His Union Made clothing should appeal to all Union men.

An Adventurous Correspondent.

Few newspapers in the United States are able to command the services of as brilliant a corps of correspondents as The Chicago Record-Herald. In its choice of Walter Wellman to represent it at Washington is a good illustration of its wise policy of getting the best there is to be had. Mr. Wellman has won a national reputation as a magnetic and resourceful news writer. And now he is preparing to clinch his reputation for originality and daring by trying to reach the north pole in an airship.

Whatever may be the result of Mr. Wellman's daring attempt to reach the pole this summer in an air ship and send

the news of the voyage at once to The Record-Herald by wireless telegraphy, the Wellman-Record-Herald expedition is sure to be conducted by Mr. Wellman with the same cool courage and whole-souled enthusiasm that has made him an ideal newspaper correspondent.

Mr. Wellman was born in Mentor, Ohio, in 1858. At 14 he began his newspaper experience, establishing at that age a weekly paper in the little town of Sutton, Neb. In 1884 he became the Washington correspondent of the Chicago Herald, for which paper he visited the West Indies in 1892 and located the landing place of Columbus, marking the spot with a huge stone monument. In 1894 he made his first dash for the pole, reaching the latitude of 81 degrees northeast of Spitzbergen. In 1898 he tried the same fascinating quest again, penetrating as far as Franz Josef Land. On both trips he had wonderful success in discovering new islands and securing new scientific data which have been of great value to the American Geographical Society. His voluminous writings for scientific periodicals and popular magazines have shown the same incisive thought and keen insight that have marked his journalistic work.

The Antitoxin for Unsuccessful People.

But for unsuccess there is ever an antidote, and of the many thousands who suffer from it there is not one who can not overthrow it if he choose. Unsuccess never annihilated a man unless he first decided to allow it to annihilate him. As the same medicine is often obtainable in the form of a capsule, a pill, or a liquid, so the antidote of unsuccess exists in forms as varied as the natures of the sufferers. One person finds the antidote in one of the so-called new religions, which demand the exertion of the mental faculties in forcing fear from the horizon; another in the companionship of a chosen individual, who infuses him with courage, and enables him once more, in spirit, to stand on firm legs. One imbibes this antidote from books of philosophy; another from the contemplation of indefatigably shining stars, and the bravery of the tiniest of created things—ants and spiders, which never own defeat. The antidote is everywhere, and he is half-way to a cure who recognizes that unsuccess is not a force, but a lack of force. The conditions change naturally with the state; and this is true, and worthy to be accepted—*unsuccess can not exist where hope is, where will is, where enthusiasm burns, like a fire in the heart.*—From "The Failure That Spells Success," by Mary Mears, in The Circle for July

We have just received from the Wilshire Book Co., New York, a copy of Morris Friedman's "The Pinkerton Spy." The book is really a review of the Colorado trouble between The Western Federation of Miners and the mine owners. It gives the miners' side of those terrible times, and makes more plain, if possible, that great and awful outrages against liberty and law were committed. Speaking of ex-Governor Peabody, it says: "He has affected to render the military independent of and superior to the civil power. * * * He has transported armies * * * to complete the work of death, desolation and tyranny begun with circumstances of cruelty and perfidy scarcely paralleled in the most barbarous ages and totally unworthy the head of a civilized state."

* * * * A governor whose character is thus marked by every act which may define a tyrant, is unfit to be the governor of a free people."

Friedman has been called as a witness for the defense in the Haywood trial.

The book sells for \$1.00 and is food for much thought.

The Powerful Influence of Transportation.

Probably there is no more powerful influence at work today in the civilized world than the question of transportation. Within the limits of great cities the whole system of commerce, politics, and daily life is dependent upon the provision, maintenance and control of local transport. Beyond and between the cities the same problem demands solution as the essential element of prosperity. Between states and foreign nations the means of communication and for the conveyance of merchandise and of men constitute the chief factors upon which interstate and international existence depend.

The opening of communication and commerce across the Atlantic and through the Pacific, following upon the voyages of Columbus and of Magellan, practically turned Europe inside out, placing Venice and Genoa in the rear and putting the British Isles, hitherto in the background, in the very front of activity.

When the transcontinental railways penetrated to the Pacific, the essential elements of local provincialism in the United States began almost imperceptibly to lose their hold, until now we are beginning to realize that the application of engineering science has made of "these United States" what has aptly been termed an "interstate country."

Meanwhile the engineer was opening another route for transportation, and another route for transport, and with the

cutting of the Isthmus of Suez, the eastward flow of commerce in Europe was partially restored, while even now the cutting of the other isthmus at Panama has become a matter of national and even international importance.

During the whole period in which modern engineering has been developed this silent but controlling influence upon commerce, politics, government, and warfare has been extending, and today nearly every economic, diplomatic, and financial question relates to some problem in which applied science is the controlling force.—Henry Harrison Suplee in the July Forum.

"A Stuffed Club," published in Denver by Dr. J. H. Tilden, has been enlarged—doubled—but no one need think that the stuffing has been reduced in strength because of the enlargement. It's stuffed full of good things, found nowhere else on earth. If you don't want to agree with the Doctor, don't read his writing—if you want to prolong your life from 10 to 25 years, don't only read but study and put in practice what the Doctor writes. Ask him for a sample copy.

The Charity Organization Society of New York, desirous of finding out why so many New Yorkers commit suicide, has investigated the cases of attempted suicide committed to the Bellevue Hospital for a period of five months, and has found that by far the greater proportion of cases were due to whiskey and unrequited love. Poverty, it was found, was not the prime cause, as supposed.

How Boston is Peculiar.

Among our big cities, Boston is peculiar in not thrusting its bigness upon us. Its outward demeanor is demure. At its portals Liberty Enlightening the World would look out of place; we should rather expect the Puritan maiden, Priscilla to stand as doorkeeper. The evidences of commercial prosperity are present; but they do not stare us out of countenance. They are not concentrated in any one spot, but are "a good diffused." Here and there an incipient skyscraper attempts to lift its head, only to be severely snubbed. Sky-scraping is considered architectural lese-majeste in the presence of the gilded dome of the State House. Old Boston, with its narrow, winding streets, has many curious survivals of the past, but the Greater Boston has advanced further than any of our communities toward the city of the future, which is to be not a city at all, but a thickly settled country.—From Samuel M. Crother's "Outdoor Boston" in the July Century.

The following Division Cards have been lost or stolen; if presented, please take up and forward to this office.

CARD NO.	WRITTEN FOR	DIV. NO.
16365.....	F. M. Mount.....	3
15489.....	J. S. Scott.....	57
4202.....	Noble Johnson.....	85
3932.....	A. A. Carter.....	107
19436.....	R. T. Allen.....	135
6526.....	L. H. Shaw.....	175
15434.....	J. W. Adams.....	323
20050.....	S. B. Griffin.....	323
20475.....	T. Stibbard.....	344
8182.....	John B. Nestor.....	347
6610.....	A. G. Heckman.....	363
12758.....	H. M. Lewis.....	404
2155.....	I. C. Whiting.....	411
2789.....	L. I. Napier.....	424
16501.....	J. E. Braninger.....	428
14486.....	N. Y. McGinty.....	428
15359.....	A. O. Bailey.....	440

The Conductor Courteous.

St. Johns, Newfoundland—some of the natives call it "Senjens"—is far more picturesque than beautiful. But its quaintness redeems it from stupidity. And wander where you will, you meet with that courtesy and kindness that are the graces of people who live unharried lives in remote places where strangers are a welcome break to their monotony. When you say to some casual benefactor that you are "much obliged" for some courteous direction, he will touch his hat and say "thank you," as if you had conferred the favor upon him. The street car conductor (they even have a trolley line, though how it can be run in winter is a mystery) will see that you are set down where you should leave the car, and, if you are uncertain of your way, will get off his car and point your destination out, holding his other passengers until he is sure you understand.—The Travel Magazine.

We note from the Jacksonville (Fla.) Times-Union of June 22, an account of the ceremonies of inducting into office the newly elected officers of that progressive southern city. To our great joy and gratification Brother W. H. Sebring heads the official family as Mayor—they call him "His Honor," General Sebring. His Honor is a worthy member of Division 196, and we congratulate the members of that Division and the citizens of the beautiful city of Jacksonville upon their good fortune in securing the service of such an estimable, high-minded gentleman to guard their interests. Shake, Brother S., and give them the best service there is in you—and we know you will.



Please notice the above "mug". There are no *aliases* on that number. It hardly seems possible that any railroad company would have such a "creature" "spotting" on its worthy men who are trying to make a living for themselves and families, does it? Would you expect to get the truth from him? Certainly not; he'd lie about a man as easily as Harry Orchard would set off a bomb, and in our opinion there's precious little choice between the two. Below we give his "pedigree," to show he's the genuine article.

Arrested as William Cartright, May 5th, 1887, in Detroit, Mich., for petit larceny.

Arrested December 17th, 1890, in Detroit, Mich., for grand larceny.

Arrested in August of 1892, for assault to kill and convicted of assault and battery.

Arrested, Hillsdale, Mich., October 6th, 1894, as suspicious person, discharged.

Arrested, Detroit, Mich., March 19th, 1895, pocket picking, discharged.

Arrested, Toledo, Ohio, April, 1895, larceny from the person, sentenced to three years in Ohio penitentiary.

As George Johnson, arrested Redford, Mich., September, 1905, for picking pockets, acquitted.

Besides the above, he has been arrested numerous times in Detroit on minor offences of which we have no exact date. This prison picture of Cartright (?) was secured through the courtesy of Warden O. B. Gould, of the Ohio penitentiary and was taken during his servitude in that institution.

Brother W. P. McGehee of Division 205, Portsmouth, Va., formerly night yard master of the N. & W. R. R. at Norfolk, Va. has been appointed general yard master for the S. A. L. at Portsmouth, Va. Brother L. M. Pollard of Division 205, Portsmouth, Va., has been appointed yard master, and Brother H. Karsaborn of Division 57 has been appointed night yard master for the S. A. L. at Portsmouth, Va.

The faith others have in us, inspires to a large extent, the faith we have in ourselves.—Tallahassee Sun.

A Great Opportunity.

THE TWICE-A-WEEK REPUBLIC NOW FOR 50 CENTS PER YEAR.

The Twice-a-Week REPUBLIC, of St. Louis, has reduced its subscription price from \$1 per year to 50 cents. This is one of the oldest and best semiweekly newspapers published in the United States, and at the price of 50 cents per year no one can afford to be without it. For 50 cents you receive two big eight-page papers every week, 104 copies a year, at less than one-half cent per copy. Your friends and neighbors will surely take advantage of this opportunity. Don't fail to tell them all about it.

Address all orders to THE REPUBLIC, St. Louis, Mo.

"Do yoh bes'," said Uncle Eben, "to love yoh enemies, but don' try to git brotherly an' trusting wif 'em in a hoss trade."—Washington (D. C.) Star.

Nature the Great Restorer.

I believe that there is a higher meaning in a vacation in the country than the getting of exercise, or the regaining of health even, and that is to get in close touch with power at its fountainhead, to put beauty into the life, to drink in the harmonies of nature which restore the lost equilibrium, the shattered ideals. Nature is the great restorer, the great corrective. Intercourse with her makes us normal in mind as well as healthy in body. In this driving, rushing, commercial age we do not appreciate the great value of developing the æsthetic side of our nature. Beauty is as important to the higher nature as bread is to the lower.

If there is a sad thing in the world it is the spectacle of the men and women who, in their mad scramble for wealth,

have crushed out of their lives sentiment and the love of all that is beautiful and sublime. The very process by which they seek to win the means of enjoyment kills the faculties by which they can enjoy, so that when the average man gets his wealth he is shocked to find that all appreciation of the beautiful in nature, in art, in literature has been strangled, paralyzed. He finds himself with plenty of money, but without the power of enjoyment, for the enjoying side of his nature is dead. He finds to his sorrow that the straining, striving life is also a starving one.

Somehow the young man seems to think when he starts in this strenuous life, in his quest for wealth, that the tenderer sides of his nature, the sentimental, friendship, and æsthetic sides, which appreciate and love beauty, will remain fresh and vigorous during all the years without giving them a thought, until he gets ready to exercise them at fifty or sixty, after he has made his fortune.

This is contrary to Nature's law, which is "Use or lose." She gives us all we ask for, be it muscle, brain, or a sense of the beautiful and the sublime, but we must use it or she will take it away from us.—O. S. Marden, in Success Magazine.

"If a man's purposes and ideals are such that he is seeking to attain them for himself at the expense of his fellow man; they are Pagan Ideals."—Hadley.

We have just received from the McConway & Torley Company a little booklet entitled "Car Repairman's Guide". It contains a lot of exceedingly useful information for car repairmen and will be of great assistance in making requisition for repair material, and it urges all those who order repairs to order from the firm making the coupling device—that would seem the natural thing to do anyway, it seems, but there has been a great deal of trouble in making repairs to cars and also much delay to cars, while waiting for such repairs to be made, and also in attempting to repair parts in couplers that were not made by the manufacturers of those couplers. Such repairs are apt to be inferior in material and workmanship and quite likely to be made to incorrect patterns, so that when applied do not operate properly. The booklet will be sent free to any one desiring it—simply address a request to the McConway & Torley Company, Pittsburg, Pa.

OBITUARY

BAGBY—Brother J. J. Bagby, Division 55, Kansas City, Mo.
 BAILEY—Brother H. E. Bailey, Division 337, Baltimore, Md.
 CALLAHAN—Brother D. Callahan, Division 55, Kansas City, Mo.
 CARROLL—Brother T. Carroll, Division 209, Lima, Ohio.
 CARTRIGHT—Brother G. W. Cartright, Division 10, Sayre, Pa.
 DEFRIES—Brother S. H. Defries, Division 17, Toronto, Ont.
 DUNN—Brother J. L. Dunn, Division 261, San Luis Potosi, Mex.
 FINNEGAN—Brother J. Finnegan, Division 360, Two Harbors, Minn.
 GALLAGHER—Brother J. J. Gallagher, Division 333, Renova, Pa.
 GIVANS—Brother G. Givans, Division 52, Port Jervis, N. Y.
 HARRISON—Brother E. J. Harrison, Division 371, Livingston, Mont.
 JONES—Brother T. C. Jones, Division 16, London, Ont.
 JONES—Brother C. J. Jones, Division 159, City of Mexico, Mex.
 JONES—Brother W. D. Jones, Division 157, Boston, Mass.
 KANADA—Brother A. J. Kanada, Division 131, Little Rock, Ark.
 KELLY—Brother G. H. Kelly, Division 241, DeSoto, Mo.
 KENNEDY—Brother G. W. Kennedy, Division 108, New Orleans, La.
 KRAMER—Brother G. P. Kramer, Division 499, Monroe, La.
 LYONS—Brother P. H. Lyons, Division 13, St. Thomas, Ont.
 MALLON—Brother J. H. Mallon, Division 55, Kansas City, Mo.
 MORAN—Brother J. P. Moran, Division 159, City of Mexico, Mex.
 MOTHERWAY—Brother M. Motherway, Division 87, Bloomington, Ill.
 MURPHY—Brother C. H. Murphy, Division 240, Marquette, Mich.
 MURPHY—Brother F. M. Murphy, Division 433, Pittcairn, Pa.
 MYERS—Brother E. L. Myers, Division 112, Centralia, Ill.
 MCGUIRE—Brother C. McGuire, Division 40, St. Paul, Minn.
 NESBIT—Brother C. O. Nesbit, Division 228, Ft. Smith, Ark.
 O'LEARY—Brother J. O'Leary, Division 261, San Luis Potosi, Mex.
 PHELPS—Brother E. E. Phelps, 244 Colorado Springs, Colo.
 PIPER—Brother W. B. Piper, Division 44, Denver, Colo.
 ROWLEY—Brother C. E. Rowley, Division 9, Elmira, N. Y.
 RYAN—Brother E. E. Ryan, Division 382, Pittsburg, Kas.
 SHANE—Brother J. Shane, Division 14, Cleveland, Ohio.
 TOLLAND—Brother J. R. Tolland, Division 155, Syracuse, N. Y.
 WHITE—Brother O. White, Division 380, Mena, Ark.
 WHITNEY—Brother C. H. Whitney, Division 146, Fitchburg, Mass.
 WOODMANSEE—Brother E. D. Woodmansee, Division 128, Cheyenne, Wyo.
 WOLCOTT—Brother C. G. Wolcott, Division 128, Cheyenne, Wyo.
 WRIGHT—Brother J. W. Wright, Division 201, McKees Rocks, Pa.

ABBOTT—Father of Brother C. E. Abbott, Division 98, Montgomery, Ala.
 BURRELL—Wife of Brother Wm. Burrell, Division 20, Collinwood, Ohio.
 DAVIS—Daughter of Brother J. O. Davis, Division 175, Memphis, Tenn.
 GAY—Wife of Brother Fred Gay, Division 370, Providence, R. I.
 KADIEN—Wife of Brother John C. Kadien, Division 384, Tottenville, N. Y.
 LEWIS—Wife of Brother J. H. Lewis, Division 112, Centralia, Ill.
 MELINS—Wife of Brother E. Melins, Division 54, New York City.
 SCHRADER—Brother of Brother Charles Schrader, Division 48, Detroit, Mich.
 SMITHSON—Son of Brother Jno. Smithson, Division 139, Knoxville, Tenn.
 WILLIAMS—Wife of Brother C. S. Williams, Division 44, Denver, Colo. ..

THE RAILWAY CONDUCTOR

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

General Information Relative to Mutual Benefit Department.

Assessment No. 473 for death of J. W. Wright, June 22, 1907.
See Article 27, Laws Governing Mutual Benefit Department.

BENEFITS PAID FROM MAY 1, to MAY 31, 1907, INCLUSIVE.

BEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
4441	John O'Brien	317	9836	B	\$2000	Death	Stomach Trouble
4442	C. Sparrow	371	3091	C	3000	Death	Accident
4443	J. B. Stevens	453	10073	B	2000	Death	Accident
4444	Chas. Morgan	...	3147	C	3000	Death	Heart Disease
4445	J. B. Capwell	164	3711	C	3000	Death	Cerebral Hemorrhage
4446	H. Flomerfelt	301	4249	B	2000	Death	Arteris Sclerosis
4447	J. J. Conway	416	2307	A	1000	Death	Accident
4448	C. G. Caswell	304	3550	A	1000	Death	Consumption
4449	T. W. Corbett	412	6983	A	1000	Death	Tuberculosis
4450	T. H. McKeon	77	7229	A	1000	Death	R. R. Accident
4451	J. A. Cobb	196	7766	A	1000	Death	Pistol Shot
4452	H. O. Short	311	9570	A	1000	Dis.	Loss of Leg
4453	D. A. Baldwin	296	11034	A	1000	Death	Abscess of Ear
4454	S. R. Keith	116	12418	A	1000	Dis.	Loss of Leg
4455	J. P. Murray	210	4010	A	1000	Death	Liver Trouble
4456	H. Hopkins	126	8812	A	1000	Death	Pneumonia
4457	James Hackett	40	7088	B	2000	Death	R. R. Accident
4458	E. W. Langston	14	7750	B	2000	Death	Septicaemia
4459	H. P. Stewart	114	2330	B	2000	Death	Hydrophobia
4460	W. S. Dewein	216	2569	B	2000	Death	Pistol Shot
4461	W. T. Cornelius	84	3534	B	2000	Death	Pneumonia
4462	E. B. Ordway	52	4648	B	2000	Death	Accident
4463	J. A. Bradley	336	4794	B	2000	Death	Tuberculosis
4464	W. H. White	400	6206	B	2000	Death	Heart Disease
4465	R. D. Phelps	351	10876	B	2000	Death	Tuberculosis
4466	R. W. Van Horn	247	12296	B	2000	Death	Heart Trouble
4467	M. A. Cannon	471	12963	B	2000	Death	Liver Trouble
4468	G. R. Herndon	53	1806	C	3000	Death	Syphilis
4469	H. H. Hoyer	177	2680	C	3000	Death	Paresis
4470	C. R. Holmes	199	11426	A	1000	Death	Accident

NUMBER OF MEMBERS ASSESSED.

Series A, 12,372; Series B, 15,410; Series C, 7,562; Series D, 494; Series E, 56. Amount of Assessment No. 473, \$68,134.00.

FINANCIAL STATEMENT.

Received on Mortuary Assessment to May 31, 1907.....	\$ 9,398,703.15
Received on Reserve Fund Assessment to May 31, 1907.....	494,030.47
Received on Expense Assessment to May 31, 1907.....	123,155.80
Received on Applications, etc., to May 31, 1907.....	135,680.89
	\$10,151,570.31
Total Amount of Benefits paid to May 31, 1907.....	\$ 9,186,567.00
Total Amount of Expenses paid to May 31, 1907.....	251,268.65
To the Credit of Mortuary Fund, May 31, 1907.....	212,136.15
To the Credit of Reserve Fund, May 31, 1907.....	494,030.47
To the Credit of Expense Fund, May 31, 1907.....	7,568.04
	\$10,151,570.31

EXPENSES PAID DURING MAY.

Fees returned, \$34.00; Sundry expense, \$9.85; Postage, \$371.50; Stationery and Printing, \$46.75; Salary, \$767.50;

W. J. MAXWELL, Secretary.

Location and Number of Divisions by States and Provinces.

ALABAMA.	Roomhouse.. 97	Hagerstown.. 354	Jersey City.. 490	Columbia.. 331	Richmond.. 152
Birmingham 334	Savanna... 78	MASS.	Peterson... 174	Connellsville 357	Rosnoke... 210
Birmingham 186	Salem... 409	Boston... 122	Phillipsburg 37	Derry Stat'n 144	W'S'H'N'GT'N.
Mobile... 310	Springfield 206	Boston... 157	Trenton... 294	Du Bois... 443	Ellensburg... 260
Montgomery 98	INDIANA.	Boston... 413	Weehawken 312	Dunmore... 426	Everett... 456
Selma... 185	Ashley... 376	Fitchburg... 146	N. MEXICO.	Easton... 147	Hillyard... 498
Tusculum... 248	Elkhart... 19	Springfield... 198	Albany... 389	Erie... 64	Seattle... 350
ARIZONA.	Evansville... 381	Worcester... 237	Las Vegas... 70	Galeton... 226	Spokane... 235
Douglas... 474	Frankfort... 254	MICHIGAN.	Raton... 372	Hallettshead... 129	Tacoma... 249
Prescott... 493	Ft. Wayne... 119	Battle Creek... 6	San Marcial 287	Harrisburg... 143	Tekoa... 481
Tucson... 313	Garrett... 138	Detroit... 48	NEW YORK.	Harrisburg... 449	W. VIRGINIA.
Winslow... 85	Hammond... 508	E. Saginaw... 192	Albany... 56	Hazleton... 505	Bluefield... 324
ARKANSAS.	Huntington 120	Escanaba... 86	Binghampt'n 154	Huntingdon 158	Elkins... 502
Cotter... 475	Indianapolis 103	Gladstone... 340	Buffalo... 2	Jersey Shore 168	Fairmont... 472
Ft. Smith... 228	La Fayette... 302	Gr. R'p'ds... 102	Corning... 176	Lehigh... 401	Grafton... 190
Jonesboro... 332	Logansport 110	Houghton... 466	E. Albany... 359	Mauch Ch'nk 153	Huntington 136
Little Rock... 131	Mich'g'n C'y 213	Iron... 385	E. Syracuse 43	McKees R'k 201	Hinton... 140
Mena... 330	New Albany 303	Jackson... 182	Elmira... 9	Meadville... 32	Keyser... 497
Pine Bluff... 251	Peru... 125	Marquette... 240	Elmira... 374	New Castle... 326	Martinsburg 223
Texarkana... 59	Princeton... 418	St. Ste Marie 429	Horn'llsv'lle 225	Oil City... 163	Parkersburg 369
Van Buren... 289	Richmond... 452	W. Bay City 306	L'g Isl'd C'ty 391	Philadelphia 162	Weston... 491
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W. H. INGRAM, St. Thomas, Ont. W. H. BUDD, 150 Highland Ave., New Castle, Pa.

G. Chief Conductor, S. Secretary. Names in *Italic type* are Cipher Correspondents.
Postoffice address of Division officers is same as location of Division, unless otherwise noted.

1-CHICAGO, CHICAGO, ILL., 1st & 3rd Sun. 2 p. m., Masonic Temple, hall 512.
C. A. Pinney, 7245 Jackson ave., phone, Hyde Park 3601....C.
C. H. Warren, 3003 Calumet ave., Phone Douglas 2988...S.

2-BUFFALO, BUFFALO, N. Y., 1st, 3d & 4th Sun. 2 p. m., Bick's hall, Clinton & Hickory.
A. M. York, 375 William st...C.
A. Keating, 458 S. Division St. S

3-ST. LOUIS, ST. LOUIS, MO., 2d & 4th Sun. 1:30 p. m., Anchor hall, cor. Park & Jeff. ave.
E. E. Williams, Kirkwood, Mo. C.
J. J. Murphy, Webster Groves, Mo.
S. Bell 'phone, "Webster" 274 A.

4-MARSHALL, OSKALOOSA, IA., 1st & 3d Sun. 2 p. m., Engineers hall, 119 W. High ave.
J. W. Peacock.....C.
H. McCarthy, 811 So. D st....S.

5-COLLINS, BALTIMORE, MD., 1st & 3d Sun., 2 p. m., hall, Gay & Exeter sts.
Theo. Shafer, 723 Canton st...C.
J. M. Kelly, 2015 E. Lombard St.
F. F. Hoffmeier, 1731 Wilkins av.

6-BATTLE CREEK, BATTLE CREEK, MICH., every Tues. 2:30 p.m., K. O.T.M. hall, 18 E. Main N. E. Retallick, 261 E. Main...C.
M. H. Chadwick, 91 S. Monroe.S.

7-HOUSTON, HOUSTON, TEX., every Mon., 2 p. m., K. P. hall, cor. Main st. & Prairie ave.
T. D. McDonald, 2802 ave. H Galveston, Texas.....C.
R. E. L. Jenkins, hotel Burnett. S.

8-ROCHESTER, ROCHESTER, N. Y., 1st and 3d Sun. 3:00 p. m. Reynolds Arcade hall.
G. E. Kerner, 47 Hubbell Pk...C.
J. O. Spelman, 83 Clifton st...S.

9-ELMIRA, ELMIRA, N. Y., 2d & 4th Sun., 3 p. m., I. O. O. F. Temple, West Water st.
Thomas Lynch, 357 1/2 W. Clifton st.
G. W. Granter 460 South Ave. S.

10-SOUTHERN TIER, SAYRE, PA., 1st & 3d Sun., 7:30 p. m., B. R. T. hall.
F. L. Cole, 711 Desmond st., Athens, Pa.....C.
M. O'Brien, 374 Broad st., Waverly, N. Y.....S.

11-NEWTON, NEWTON, KAN., 1st & 3d Sun., 2 p. m., K. P. hall.
H. E. Wertenberg, 208 Allison C. Jno. McCabe, 616 E. 4th st....S.

12-LACKAWANNA, SCRANTON, PA., 2d & 4th Sun., 2:15 p.m., German I. O. O. F. hall,
John J. Farrell, box 275.....C.
S. J. Finerty, 1610 Webster av. Dunmore, Pa.....S.
P. F. McCann, 308 Wheeler ave.

13-UNION, ST. THOMAS, ONT., 2d and 4th Sun., 2 p. m., Masonic hall, 565 Talbot st.
Nat. H. Ryan.....C.
Jno. MacKennis.....S.

14-CLEVELAND, CLEVELAND, O., 2d & 4th Sun., 2 p. m., Pythian Temple, Huron Road S. E.
E. A. Myers, 2307 Prof. st. S.W. C.
J. H. Archer, 2323 95th st. S.E.S.

15-STRATFORD, STRATFORD, ONT., 2d & 4th Sun., 2:30 p. m., Societies hall, Downie st.
W. H. Dunbar.....C.
R. T. Buchanan, box 488.....S.

16-LONDON, LONDON, ONT., 1st & 3d Sun., 2:30 p. m., K. P. hall, Corling blk. Richmond st.
B. W. Bennett, 72 Hamilton Road.....C.
H. J. Heath, Hyde Park, Ont..S.

17-TORONTO, TORONTO, ONT., 1st & 3d Sun., 2:30 p. m., Occident Hall, Queen & Baitour sts.
W. J. Gray, 95 Kennilworth av. C.
C. Mitchell, 140 Walmer Road S.

18-MAGNOLIA, TEMPLE, TEX., every Mon., 2 p. m. I.O.O.F. hall.
R. E. Kilpatrick.....C.
H. W. Smith, 515 N. 1st st...S.

19-ELKHART, ELKHART, IND., 2d & 4th Sun. 2 p. m., McKeen hall, 415 Main st.
A. C. Brown, 921 Marion St...C.
H. Brown, 227 La Porte ave. South Bend, Ind.....S.

20-GARFIELD, COLLINGWOOD, O., 1st & 3d Sun., 2 p. m. K. P. hall S. O. Davis.....C.
R. W. Pierce.....S.

21-CRESTON, CRESTON, IA., 2d & 4th Sun., 2 p. m., Potter Post hall, Montgomery st.
J. P. Lowery, 308 N. Y. av...C.
J. T. Reynolds, box 112.....S.

22-MASON CITY, MASON CITY, IA., 1st Sun., 10:30 a. m., 3d Mon., 10:30 a. m.
G. W. Warner, 714 E. Howard.C.
R. P. Harmon, 134 Vermilya st.S

23-SYLVANIA, TAMAQUA, PA., 1st & 3d Sun. 2 p. m. I.O.O.F. hall, Wallace A. Ingram.....C.
Robt. J. Kantner, lock box 733 S.

24-ST. ALBANS, ST. ALBANS, VT., 1st & 3d Sun., 2:30 p. m., Morton's hall, 130 Main st.
D. T. Church, Ferris st.....C.
J. B. Wiley, 22 Bishop st.....S

25-MAPLE CITY, ODESSBURG, N. Y., 1st & 3d Sun., 1 p. m., Maccabee hall, Ford st.
J. J. Williams, 29 Seymour st..C.
Jas. Baldwin, 91 Knox st....S.

26-TOLEDO, TOLEDO, O., 2d & 4th Sun., 2:00 p. m., Pythias Castle, cor. Jeff. & Ontario.
John W. Arnold, 1807 Wayne.C.
H. O. Wright, 355 Irving st...S

27-ARNUM, HAMILTON, ONT., 1st & 3d Sun., 2:30 p. m.
A. O. U. W. hall, 2 S. McNab C. H. Illes, 321 S. Caroline st...C.
A. Cameron, 297 York st...C.
J. E. Oldfield, 150 S. Catherine st.

28-CARVER, ATCHISON, KAN., 2d & 4th Sun., 2 p. m., Active hall, 6th and Com'l sts.
J. J. Kelly, 1101 N. 5th av...C.
H. P. Meng, 428 S. 4th st....S.

29-RANDOLPH, OTTAWA, ONT.,
3d & 4th Sun., 2 p. m., Elks
hall, 211 1/4 Wellington st.
A. E. Wright, 625 Somerset st. C.
J. B. Morris, 305 Bronson av. S.

30-OZARK, SPRINGFIELD, MO.,
1st & 3d Tues., 2 p. m., K. P.
hall, 220 Commercial st.
E. O. Davis, Jefferson & High
sts. C.
L. F. Crutcher, 1418 Benton st.

31-STAR, BURLINGTON, IOWA, 1st
& 3d Sun., 2:15 p. m., Elks' hall.
J. P. O'Keefe, 1003 Summer C.
R. W. Robinson, 126 Marietta S.

32-KEYSTONE, MEADVILLE, PA.,
every Sun., 2 p. m., I.O.O.F. hall.
M. Haugh 117 Mead ave. C.
S. Purple, 1014 Water st. S.

33-CLINTON, CLINTON, IOWA, 1st
& 3d Mon., 2 p. m., K. P. hall.
Wm. Dornan, 805 Stockholm C.
N. J. Oakes, 111 Eighth Ave. S.
G. H. Steele, 742 Stockholm st.

34-BOONE, BOONE, I.A., 2d Mon.,
9:00 a. m., 4th Mon. 1:30 p.
m., K. P. hall.
S. M. Wooster C.
Geo. Dodge, 1212 Benton st. S.
W. B. Parkin.

35-NORTH PLATTE, NORTH
PLATTE, NEB., 2d & 4th Mon.,
3:00 p. m., K. P. hall.
A. C. Howard C.
F. W. Rincker, box 205 S.

36-ARKANSAS VALLEY, PUEBLO,
COLO., 3d Sun., 2:30 p. m., K.
P. hall, cor. Main & 2d st.
J. E. Collins, 2014 St. Clair st. C.
W. P. Hastings, care Crews &
Beggs Dry Goods Co. S.

37-DELAWARE, PHILLIPSBURG,
N. J., 1st & 3d Sun., 2 p. m.,
Ortygia hall, Hanover st.
David W. Sliker, 556 S. Main. C.
Calvin Fishbaugh, 55 Bennett S.

38-DES MOINES, DES MOINES,
IA., 1st & 3d Sun., 10 a. m.,
I. O. O. F. hall, 615 Locust st.
N. McGrath, 1040 22d st. C.
J. C. Walker, 418 4th st. S.

39-HANNIBAL, HANNIBAL, MO.,
1st & 3d Sun., 2:30 p. m.,
K. P. hall No. 5, 6th & Bdw.
J. E. Heibing, 809 1/2 Bdw. C.
J. J. Smith, 116 s. 7th st. S.

40-ST. PAUL, ST. PAUL, MINN. 1st
& 3d Sun., 3 p. m., K. of C. hall,
bet. 6th & 7th sts.
W. J. McMillan, 340 Dale st. C.
H. A. Baxter, 352 Moore Bldg. S.

41-MAJOR MORRIS, BLUE ISLAND,
ILL., 2d & 4th Sun., 10 a. m.,
Masonic hall.
E. B. Morrill, 217 York st. C.
E. W. Dee, 7809 Goldsmith av.
Chicago, Ill. S.

42-TRENTON, TRENTON, MO., 1st
& 3d Sun., 2 p. m., I. O. O. F. hall.
O. P. Young, 710 Prospect st. C.
H. Ginn, 401 Cedar st. S.

43-CENTRAL, E. SYRACUSE, N. Y.,
1st & 3d Sun., 2:30 p. m., 2d &
4th Mon., 8 p. m., Worden hall.
Wm. Wilcox C.
M. E. Sarr S.
P. S. Aylward.

44-DENVER, DENVER, COLO.,
every Sun., 2 p. m., I. O. O. F.
hall, 1543 Champa st.
W. S. McFarland, 339 S. 13th C.
F. D. Elliott, Columbia Bldg. S.

45-CHAPMAN, ONEONTA, N. Y.,
1st and 3d Sun., 2:30 p. m.,
K. C. hall, Main st.
F. W. Miller, 17 River st. C.
W. Murray, 10 Fair st. S.
R. V. Humphrey, 1 Hunt st.

46-MILWAUKEE MILWAUKEE,
Wis., 1st & 3d Sun., 2 p. m. I.
O. O. F. hall, 408 Grand ave.
F. J. Vebber, 372 Hanover st. C.
N. Watkins, 1st Nat'l Bank S.

47-NORTH STAR, WINNIPEG,
MAN. 2d & 4th Sun., 14:30,
Friendship hall.
A. McMartin, 258 Selkirk ave. C.
D. G. McKay, 250 Spence st. S.

48-DETROIT, DETROIT, MICH. 1st
& 3d Sun., 2 p. m., Golden hall.
C. A. Brodie, Lathrop Apart-
ments, Fort st. C.
W. H. McAllister, 191 Farna-
worth ave. S.

49-MOBERLY, MOBERLY, MO., 2d
& 4th Sun., 2 p. m., Rothwell bldg.
L. E. Jones C.
Wm. McAllister S.

50-HARTFORD, HARTFORD, CONN.
2nd Sun., 2 p. m., K. P. Hall,
No. 11 Central Row.
C. S. Brigham, 10 Belden st. C.
C. H. Curtiss, 78 Summer st.,
Bristol, Conn. S.

51-TYRONE, TYRONE, PA., 1st
Mon. in July, 1st Sat. in Aug.
and so on in alt. months, 7:30
p. m., G. A. R. hall.
H. L. Chaney, Bald Eagle av. C.
Jas. T. Owens S.
T. S. Minary, Lock Haven, Pa.

52-NEVERSINK, PORT JERVIS, N. Y.
2d & 4th Sun., 1 p. m., K. P. hall.
L. T. Perry C.
T. E. Gray, 69 Ball st. S.

53-LONE STAR, DENISON, TEX.,
2d & 4th Sun., 2 p. m., O. R. C.
hall, Main st.
M. S. Barton, 507 W. Chestnut C.
R. T. Arthur, 700 W. Owings S.

54-NEW YORK CITY, NEW YORK,
N. Y., 1st & 3d Sun., 1:30
p. m., 155 E. 58th st.
Wm. A. Horn, 427 E. 158th C.
C. F. Heisman, 609 Van Buren
st., Brooklyn, N. Y. S.

55-KAW VALLEY, KANSAS CITY,
MO., every Mon., 2 p. m., Arling-
ton hall, 10th & Walnut st.
H. M. Marshall, 1215 Forest C.
Geo. W. Rose, 305 Ord st. S.

56-Z. C. PRIEST, ALBANY, N. Y.,
1st Sun., 7:30 p. m., 3d Sun.,
2:30 p. m., 60 State st.
M. D. Ikenhoffer, 207 Green C.
C. M. C. Kelley, 55 Garden st.
Kingston, N. Y. S.

57-EVERGREEN, FORT WORTH,
TEX., Mon. Jan. 14, Feb. 4-25,
Mch. 18, Apr. 8-29, May 20,
June 10, July 1-22; Wed. Jan.
23, Mch. 27, May 29, June 19,
A. O. U. W. hall, cor. Main & 4th
J. A. Starling, 5th & Main, Dallas
News office C.
M. S. Bogert, 222 Broadway S.

58-VALLEY CITY, CEDAR RAPIDS,
IA., 1st & 3d Sun., 2:30 p. m.,
over 213 & 215 1st ave.
W. D. Francis, 1610 2d Ave. C.
G. Root, 116 2d ave. S.

59-ALAMO, TEXARKANA, ARK.,
1st & 3d Tues., 8 p. m., Shup-
trine hall 222 1/2 E. Broad st.
C. H. Moss, 220 W. 13th st., Tex-
arkana, Tex. C.
C. R. Johnson, box 85 S.

60-QUEEN CITY, SEDALIA, MO.,
1st & 3d Sun., 2 p. m., K. P.
hall, 114 E. 5th st.
C. E. Whitney, 916 S. Vermont C.
J. W. Mallory, 316 Ohio st. S.
O. E. Parsons, Probate Court.

61-LA CROSSE, LA CROSSE, WIS.,
1st & 3d Sun., 2:30 p. m.,
K. P. hall, 715 Rose st.
W. A. Cutting, 317 W. av. N. C.
E. A. Sloane, postoffice S.

62-TRIUMPH, NEWPORT, VT., 3d
Sun., 9 a. m., Lane's Block.
John McEwen C.
C. L. Hayes, box 58 S.

63-SAN JUAN, DURANGO, COLO.,
4th Sun., 8 p. m., K. P. hall.
J. S. Phenev, 542 4th ave. C.
B. Gogarty, 1115 4th ave. S.
I. J. Lyons, 833 4th ave.

64-ERIS, ERIS, PA., 1st & 3d
Sun., 2:30 p. m., 1220 State st.
M. W. Ruhling, 660 E. 10th C.
Jos. Haterline, 809 E. 18th st. S.
T. Fitzmaurice, 229 E. 9th st.

65-CAMPBELL'S LEDGE, PITTS-
TON, PA., 1st & 3d Sun., 2:30
p. m., Booth hall, S. Main st.
P. C. Brown, 470 N. Main st. C.
D. W. Howell, 39 Montgomery
st., W. Pittston, Pa. S.

66-PINE TREE, PORTLAND, ME.,
3d Sun., 2 p. m., Rossini hall.
E. J. Jeffery, Gorham, Me. C.
W. Sprague, 810 Congress st. S.

67-WATERLOO, WATERLOO, IA.,
1st Sun. 2:30 p. m., 3d Sun.,
9:30 a. m., hall Haffa building,
1009 4th st.
G. D. Kelly, 312 E. 2nd st. C.
H. G. Seales, 421 Argyle st. S.
Pat Joyce, 510 Logan ave.

68-BARABOO, BARABOO, WIS., 1st
& 3d Sun., 2 p. m., B. L. E. hall.
H. G. Gropp, 818 Oak st. C.
J. Tillotson, 100 1st st. S.

69-EL PASO, EL PASO, TEX. ev'ry
Sat. 2:00 p. m. O. R. C. hall
W. B. Green, box 546 C.
G. H. Aiken, box 455 S.

70-MONTEZUMA, EAST LAS VEG-
AS, N. M., every Wed., 7:30 p.
m., Fraternal Brotherhood hall.
A. P. Gatchell, 720 5th st. C.
J. M. Lesney, 924 4th st. S.

71-CHATTANOOGHEE, COLUMBUS,
GA., 1st & 3d Mon., 7:30 p. m.,
N. E. Cor. Brd. & 11th sta.
R. F. Jones, 413 12th st. C.
G. W. Chipley, Waukesha Hotel.
Hot Springs, Ark. S.

72-FARGO, JAMESTOWN, N. D. 2d
& 4th Sun. 2:30 p. m. Scandia hall
Robt Tufts, Moorehead, Minn.,
box 335 C.
E. J. Knowles, 229 3d av. S. S.

73-ASHTABULA, ASHTABULA, O.
1st & 3d Sun., 2:30 p. m., O. R.
C. hall, Tyler Block.
V. P. Harvey, 56 Pisk st. C.
F. N. Johnson, 7 Cornell st. S.

74-HENWOOD, DECATUR, ILL.,
1st Sun. 9:30 a. m. & 3d
Sun. 2:30 p. m. K. P. hall.
D. E. Bump, 420 E. Marietta. C.
J. B. Oldridge, 1247 E. Eldora-
do st. S.

75-MT. ROYAL, MONTREAL, QUE.,
2d & last Mon., 1:30 p. m.,
Unity hall.
P. Conners, 1552 St. Denis st. C.
T. Anderson, 50 Charron st. S.

76-SAN ANTONIO, SAN ANTONIO,
TEX. ev'ry Sat. 3 p. m. K. P. hall
Jno. Bollons, 505 Goliat st. C.
W. A. Shafer, box 313 S.

77-PALESTINE, PALESTINE, TEX.,
every Sat., 2:30 p. m., K. P.
hall, Main st.
G. L. Ruse C.
J. P. Frank, 617 Tenn. ave. S.

78-ROBINSON, SAVANNA, ILL.,
2d & 4th Sun., 2:30 p. m., En-
gineers hall.
S. J. Harry C.
Carl Schoen S.

79-PRORIA, PRORIA, ILL., 2d & 4th Sun., 10 a. m., Observatory Building, Oak hall 4th floor.
W. W. Carroll, 115 Frye ave. . . C. J. R. Nelson, 317 Morgan st. . . S.

80-WEST FARNHAM, MONTREAL, P. Q., 3d Sun., 2 p. m., 392 Lagachetere st.
J. H. Sheldon, Newport, Vt. . . C. E. Barnes, Newport, Vt. . . S.

81-FRIENDSHIP, BEARDSTOWN, ILL., 2d Mon., & 4th Tues., 7:30 p. m., G. A. R. hall, Main st.
C. C. Parker C. F. L. Gibbs, box 621 S.

82-DUREIN, MADISON, WIS., 2d Sun., 3 p. m., Brown blk.
D. M. Fitzgerald, Park Hotel. . C. J. M. Usher, 209 S. Broom st. . S.

83-GALESBURG, GALESBURG, ILL., 1st Sat., 7:30 p. m., 3d & 5th Sun., 2:30 p. m., K. P. hall
61 S. Cherry st.
Chas. Stoff, 495 Monmouth Bl. C. E. Smith, 1054 E. Brooks st. S. O. N. Marshall, 193 N. Kellogg.

84-PERRY, PERRY, IA., every Sat. 2:30 p. m. A. O. U. W. hall
F. S. Craig C. H. P. Ward S.

85-AZTEC, WINSLOW, ARIZ., every Mon., 2 p. m., Wood's hall.
W. R. King C. W. A. Ewing, box EE S.

86-DELTA, ESCANABA, MICH., 1st & 3d Sun., 2:00 p. m., I. O. O. F. hall, 113 N. Charlotte st.
A. Hinze, 322 N. Oak. C. E. H. Gibbs, 617 Jennie st. . . S.

87-BLOOMINGTON, BLOOMINGTON, ILL., every alternate Sun. 2 p. m., Jacoby hall, N. Main st.
T. B. Foster, 1303 N. Lee . . . C. A. A. Reich, 204 W. Graham . . S.

88-ENNIS, ENNIS, TEX., every Tues., 8 p. m., K. P. hall.
O. L. Backaloue C. Cecil Faris S.

89-MONON, LOUISVILLE, KY., every Sun., 9:30 a. m., New Masonic Temple 4th & Chestnut sts.
W. H. Wilson, 1725 22d st. . . C. M. Lawrence, Jeffersonville, Ind. box 84 R. Rte. No. 1 . . S.

90-WASECA, WASECA, MINN., 1st, and 3d Sun., 2 p. m., A. O. U. W. hall, Main st.
E. W. Clark, Winona, Minn., Schlits hotel. C. E. A. Hutchinson, box 117 . . . S.

91-MT. HOOD, PORTLAND, ORE., 2d & 4th Sun., 2 p. m., K. P. hall, 11th & Alder sts.
E. B. Coman, 186 N. 18th st. C. E. A. Clem, 500 Hawthorne av. S.

92-TERRER HAUTE, TERRE HAUTE, IND., 1st & 3d Sun., 10 a. m., Swope bldg., 7th & Ohio sts.
C. H. Wilbert, 104 E. Logan st. Brazil, Ind. C. C. H. Boyd, 1540 2d ave. . . . S.

93-Ft. DODGE, Ft. DODGE, IA., 4th Sun., 10 a. m., Redmen's hall
J. E. Langlois, 702 3rd ave. N. C. G. W. McDonald, 510 4th ave. South. S.

94-GEO. C. CORNWALL, WINNEMUCCA, NEV., 1st & 3d Tues., 2 p. m., Silver State hall.
L. Street C. H. M. Leonard, box 28 S.

95-HARVEY, MCCOOK, NEB., 2d & 4th Sun., 3 p. m., Bruy's hall.
J. Hegenberger C. M. O. McClure S. H. A. Beal.

96-BELKNAP, AURORA, ILL., 1st & 3d Sun., 3 p. m., 8-10 S. B'dway.
C. A. Walter, box 30, Downers Grove, Ill. C. I. H. James, 519 Pearl st. . . S. Thos. Flynn, 279 Grant st.

97-ROODHOUSE, ROODHOUSE, ILL., 2d & 4th Sat., 1:30 p. m., Odd Fellows hall.
S. M. Drake C. E. S. Nichols, box 348 S.

98-MONTGOMERY, MONTGOMERY, ALA., alternate Mon., com. Jan. 7, '07, 9:30 a. m., K. P. hall.
A. F. Brock, 623 Mildred st. . . C. J. C. Elliott, 325 Catoma st. . . S.

99-MONTEVIDEO, MONTEVIDEO, MINN., 2d & 4th Sun., 2:30 p. m., A. O. U. W. hall.
Geo. Eastman C. J. B. Mullen S.

100-HOLLINGSWORTH, COLUMBUS, OHIO, 1st & 3d Sun., 2 p. m., K. P. hall, Main & 3d.
F. G. Hunt, 326 Cleveland ave. C. Wm. Hite, 1237 Summit st. . . S.

101-MATTOON, MATTOON, ILL., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall.
F. B. Helmer, 1417 Wabash . C. F. S. Thomas, box 274 S.

102-OATLEY, GRAND RAPIDS, MICH., 2d & 4th Sun., 10 a. m., K. P. hall, Majestic Theatre bldg.
W. W. Drew, 1022 5th ave. . . C. Geo. Lane, 221 12th av. . . . S.

103-INDIANAPOLIS, INDIANAPOLIS, IND., 1st & 3d Sun., 2 p. m., O. R. C. hall.
J. H. Burnell, 203 Tacoma av. C. H. E. Joslin, 6 Walcott st. . . S.

104-MILLARD, MIDDLETOWN, N. Y., 1st Sun., 2 p. m., Times bldg., cor. King & Center sts.
A. E. Jones, 218 3d st., Union Hill, N. J. C. Wm. Faulkner, 18 Benton av. S.

105-R. E. HARRIS, MERIDIAN, MISS., every Sun., 3 p. m., Rosebaum bldg. 4th st. & 23d av.
R. L. Munlyn, 800 35th ave. C. Frank Hull, 925 35th ave. . . S.

106-ROCK ISLAND, ROCK ISLAND, ILL., every Mon., 9:30 a. m., Engineers hall.
I. Rife, Silvia, Ill. C. M. F. Archer, 2212 6th ave. . S. Moline, Ill. S.

107-CINCINNATI, CINCINNATI, O., 2d & 4th Sun., 9:30 a. m., Richeieu hall, 9th and Plum.
O. A. Haley, Ludlow, Ky. . . . C. L. B. Grannen, bx. 265 Glen-dale, O. S.

108-CRESCENT CITY, NEW ORLEANS, LA., 1st & 3d Mon., 11 a. m., I. O. O. F. hall, Camp st.
T. J. Jewett, 611 St. Charles . C. M. A. Smith, 1119 Dante st. . . S.

109-CRAWFORD, GALION, OHIO, every Mon., 7:30 p. m., O. R. C. hall, Main st.
W. S. Brumbaugh, E. Main st. C. H. B. Zimmerman, 341 S. Union S.

110-LOGAN, LOGANSPOUT, IND., 2d & 4th Sun., 2 p. m., Ben Hur hall, 4th & Broadway.
John Hunter, 623 1/2 Miami av. C. F. C. Murphy, 1630 High st. . S.

111-LOS ANGELES, LOS ANGELES, CAL., 1st & 3d Sat., 8 p. m., I. O. O. F. hall, 220 1/2 S. Main
W. J. McClurkin, 613 Solano. C. M. J. Horton, 127 W. 33d st. . S.

112-CENTRALIA, CENTRALIA, ILL., 2d & 4th Mon., 7:30 p. m., I. O. O. F. hall.
F. H. Cogswell, 226 N. Poplar. C. J. L. Davis, 334 S. Poplar st. . S.

113-BOWER CITY, CHICAGO, ILL., 2d & 4th Tues., 1:00 p. m., 5th floor Northwest hotel, Wells & Kinzie sts.
J. P. Sughrua, Nunda, Ill. . . C. G. F. Sprague, 2319 Hermit-age ave. S.

114-R. B. HAWKINS, PITTSBURG, PA., 1st Sun., 10 a. m., 3d Sun., 1 p. m., Wabash Depot hall, Liberty ave. & Ferry st. 9th fl.
S. R. Turner, 7031 Bennett st. C. G. E. Vance, 1309 11th st., Altoona, Pa. S.

115-EL CAPITAN, SAN FRANCISCO, CAL., 2d & 4th Sat., 8 p. m., Mission Masonic hall, 2668 Mission st.
J. G. Saxton, Sausalito, Cal. . C. Thos. Billingslea, 2612 Lombard st. S.

116-TYLER, TYLER, TEX., 2d & 4th Sun., 1 p. m., Maccabees' hall, E. side square.
W. R. Summerville, 318 E. Ferguson st. C. F. A. Curtis, 500 W. Baw st. . S.

117-MINNEAPOLIS, MINNEAPOLIS, MINN., 2d & 4th Sun., 2:30 p. m., K. P. hall, Masonic Temple, cor. 6th st. & Hennepin av.
C. R. Langan, 2741 Fremont av. S. C. C. W. Haynes, 244 Humboldt Ave. N. S.

118-I. I. I., KANKAKEE, ILL., 2d & 4th Sun., 9:30 a. m., K. P. Castle hall, East ave.
Wm. H. Harris, 65 Cleveland. C. Geo. B. Seits, 106 Station st. . S.

119-WAYNE, FT. WAYNE, IND., every Sun., 2:15 p. m., O. R. C. hall, 918 Calhoun st.
C. T. Matott, 1305 Horace st. C. T. P. McArdle, 224 E. DeWald S.

120-ATLANTIC, HUNTINGTON IND., every Sun., 2:30 p. m., O. R. C. cor. Market & Jeff. sta.
T. F. Gogerty, 82 E. Market. . C. J. C. Hullinger, 98 Warren st. S.

121-HURON, HURON, S. D., 2d & 4th Sun., 10:30 a. m., Elks hall.
M. H. Markey, 419 Beach st. C. John J. Greene, 265 Iowa st. . S. E. E. Given, 377 Montana st.

122-BOSTON, BOSTON, MASS., 3d Sun., 2 p. m., John Winthrop hall, 446 Tremont st. Rm. 276
J. F. O'Donnell, 3 Burroughs Pl. C. C. D. Baker, 23 Benedict st. Somerville, Mass. S.

123-MACON, MACON, GA., 1st & 3d Sun., 2 p. m., 408 Poplar st.
H. Dickinson, 408 Poplar st. . C. A. N. Kendrick, 408 Poplar st. S.

124-WABATON, OGDEN, UTAH, 2d & 4th Fri., 2:30 p. m., K. P. hall, cor. 24th st. Wash. ave.
Geo. Allen, 3369 Wash. ave. . C. D. L. Boyle, 2618 Lincoln ave. S.

125-FRIENDLY HAND, PERU, IND., every Sun., 10:30 a. m., Red Men's Hall, Post Office blk.
W. H. Laffin, 568 W. 3d st. . C. E. E. Smith, 557 W. Main st. . S.

126-OMAHA, OMAHA, NEBR., 1st & 3d Sun., 2 p. m., Bar-ights hall, 19th & Farnam.
G. T. Joslin, 303 N. 2d st. C. Council Bluffs, Ia. C. A. Hystrom, 2211 Grant st. Phone Douglas 6249. . . . S.

127-JAY GOULD, DANVILLE, ILL.
1st & 3d Sun., 2 p. m., I. O. O.
F. hall, Vermillion st.
Wm. S. Drover, 211 W. Wil-
ham st. C.
Wm. Stevenson, 11 Park st. S.

128-CHEYENNE, CHEYENNE
Wyo., 1st & 3d Mon., 2 p. m.,
K. P. hall, 312½ W. 17th.
J. N. Marks, 2019 Eddy st. C.
F. W. Munn, 1717 Ferguson st. S.
W. A. Mills, 2115 House st.

129-HALLSTAD, HALLSTAD, PA.
2d & 4th Sun., 2 p. m., Van
Ness Block.
Ed Stack C.
L. G. Wilmot S.

130-STADACOMA, LEVIS, P. O.
2d Friday & 4th Sun. 2 p. m.
Artisans hall.
I. Bouthilliet C.
L. Gingras, Etchemin Bridge,
Etchemin, P. Q. S.

131-LITTLE ROCK, LITTLE ROCK,
ARK., every Mon., 2:30 p. m.,
O. R. C. hall, 1000 W. Markham
Jas. G. Kirk, 900 W. Mark-
ham st. C.
J. S. Borkman, lock box 346. S.

132-SALIDA, SALIDA, COLO., 2d &
4th Sun., 2 p. m., K. P. hall.
M. J. Guerin C.
A. L. Paul S.

133-BOWLING GREEN, BOWLING
GREEN, KY., 1st & 3d Mon. &
2d & 4th Tues., 7 p. m., Main
& Adams sts.
A. C. Wyatt, 138 Woodford st. C.
E. Davis, Clay st. S.

134-BELLEVUE, BELLEVUE, O.
1st, 2d and 3d Mon., & 4th Sun.
2 p. m., K. P. hall.
Thomas Connors C.
L. C. Brown, box 177 S.

135-ROCK CITY, NASHVILLE
TENN., 1st & 3d Sun., 1:30
p. m., Ash & 3d ave. S.
R. T. Allen, 914 S. High st. C.
F. Phelps, 1028 3d ave. S. S.

136-ASETON, HUNTINGTON,
W. VA., 1st & 3d Sun., 2 p. m.,
hall cor. 9th st. & 4th ave.
J. W. Davis, 926 6th ave. C.
J. J. Moore, 923 7th ave. S.

137-OSAWATOMIE, OSAWATOMIE,
KAN., 1st & 3d Sat., 2:30 p. m.,
A. O. U. W. hall.
T. W. Collins C.
T. A. Ling S.

138-BRITTON GARRETT, IND. cv'y
Sun. 2 p. m., Redmen's hall.
W. C. Gingery C.
J. F. Haffner S.

139-STANTON, KNOXVILLE,
TENN., every Mon., 9:30
a. m., French & Robert bldg.
T. J. Thomas, 148 Hinton st. C.
J. W. Beahrd, R. 50 Watanga
Bldg. S.

140-NEW RIVER, HINTON, W. VA.
2d & 4th Sun., 2 p. m.,
Manhattan hall
S. B. Hamer C.
J. F. Smith S.
F. L. Cox.

141-ST. JOSEPH, ST. JOSEPH,
Mo., 2d & 4th Sun., 2 p. m.,
I. O. O. F. 7th & Charles st.
W. J. Korner, 315 Market st. C.
G. M. Riggins, 1801 Savannah. S.

142-LARAMIE, RAWLINS, WYO. 1st
& 3d Wed., 2 p. m., K. P. hall.
Geo. B. Lear, box 76. C.
R. L. Cusack, box 3081 S.

143-DAUPHIN, HARRISBURG, PA.
1st & 3d Sun., 1:30 p. m.,
Shutzenbaugh's hall.
T. J. Haley, 1253 Swatara st. C.
Geo. I. Wood, 1624 No. 3d st. S.
Alex. H. Eastright, 531 Peffer st.

144-DERRY, DERRY STATION, PA.
1st & 3d Sun., 1:30 p. m., I. O.
O. F. hall, Chestnut st.
P. E. Crum C.
W. J. Dodson, box 373 S.

145-NICKEL PLATE, CONNEAUT,
O., 2d & 4th Sun., 2 p. m.,
G. A. R. hall, Main st.
W. E. Peters, 453 State st. C.
Chas. Shearston, 508 State st. S.

146-E. A. SMITH, FITCHBURG,
Mass., 1st Sun., 1:30 p. m., 3d
Sun., 7:30 p. m., K. of H. hall.
A. B. Blanchard, 26 Burnhap. C.
C. L. Stone, 128 North st. S.

147-EASTON, EASTON, PA., 2d &
4th Sun., 2 p. m., G. A. R. hall.
Philip Warner, 138 St. Joseph. C.
E. Sunderland, 35 N. Warren. S.

148-LOOKOUT, CHATTANOOGA,
TENN., 1st & 3d Sun., 2 p. m.,
Stong's hall, 224 Mont'ry av.
Taylor Williams, 406 Saint
Charles st. C.
R. B. Siegal, C. N. O. & T. P.
yard office. S.

149-JACKSON, JACKSON, TENN.,
every Sat. 7:30 p. m. Elks' hall.
H. P. McNeil, 134 Grand ave. C.
G. B. Harris, 202 Poplar st. S.

150-KINCAID, UTICA, N. Y., 2d
& 4th Sun., 1 p. m., Arcanum
Temple, Devereux st.
E. A. Anable, 715 Mary st. C.
F. N. Gales, 42 Hicks st. S.

151-TWO RIVERS, MONETT, MO.
every Mon., 2:30 p. m., Mason-
ic hall.
W. H. Shipley, box 105. C.
S. C. Horn, box 163 S.

152-RICHMOND, RICHMOND, VA.,
1st & 3d Sun., 2 p. m., Fra-
ternal hall, 215 W. Broad st.
H. C. King, 1017 W. Clay st. C.
W. L. Harris, 2718 E. Grace st. S.

153-MAUCH CHURCH, MAUCH
CHURCH, PA., 2d & 4th Sun., 2
p. m., I. O. O. F. Temple.
F. W. Gower, 417 Centre st. C.
E. Munbower, 412 Centre st. S.

154-BINGHAMTON, BINGHAMTON,
N. Y., 3d Sun., 3 p. m., 299
Chenango st. I. O. O. F. hall
T. L. Vanaman, 9 Sturgis st. C.
W. E. Carpenter, 274 Chenango S.

155-SYRACUSE, SYRACUSE, N. Y.,
1st & 3d Sun., 2:30 p. m., Elks'
hall, 115 S. Salina st.
C. H. Stephens, 100 Massena st. C.
J. W. Bates, 395 Orange st.,
Albany, N. Y. S.

156-PENNSYLVANIA, CARBON-
DALE, PA., 2d & 4th Sun., 3:00
p. m., I. O. O. F. hall.
W. F. Peeli, 108 Wyoming st. C.
O. H. Loftus, 50 7th ave. S.

157-NEW ENGLAND, BOSTON,
Mass., 4th Sun., 10:45 a. m.,
Elks' hall, 24 Hayward pl.
H. L. Austin, 88 Stoughton
ave., Readville, Mass. C.
C. W. Merrill, 29 Evergreen st.
Roxbury, Mass. S.

158-BROAD TOP, HUNTINGDON,
PA., 1st Sat., 7:45 p. m., 3d Sun.
2:30 p. m., I. O. O. F. hall.
O. M. Reed C.
L. A. Morningstar, 611 Wash-
ington st. S.

159-CITY OF MEXICO, CITY OF
MEXICO, MEXICO, every Sun.,
2 p. m., Masonic hall, Puerta
Falsa de San Andres No. 8½
J. H. Brohaska, Apartado 1406. C
W. A. White, Apartado 1406. S

160-WYOMING VALLEY, WILKE-
SBARRE, PA., 2d & 4th Sun.,
2 p. m., I. O. O. F. hall.
W. W. Marsden, 86 Lincoln st. C.
J. H. Keithline, 287 E. South st. S.

161-PARSONS, PARSONS, KAN.,
every Sun., 2:30 p. m., O. R.
C. hall, 1904½ Broadway.
B. L. Taff, 1510 Forest ave. C.
C. B. Fessenden. S.

162-WEST PHILADELPHIA, PHIL-
ADELPHIA, PA., 2d Thur. 8 p. m.
4th Sun., 2 p. m., 1414 Arch st.
John J. Breen, 3227 Locust st. C.
B. W. Rulon, 1837 Huntingdon
st. S.

163-OIL CITY, OIL CITY, PA.,
2d & 4th Sun., 2 p. m., Sav-
ings Bank Building.
Isaac Heiman, 805 E 2d st. C.
J. W. Baughman, 804 E. 3d st. S.

164-EAGLE GROVE, EAGLE
GROVE, IA., 2d & 4th Sun.,
2:30 p. m., Masonic Temple.
Geo. H. Trainer, box 570. C.
W. R. Hammond, box 835. S.

165-FT. SCOTT, FT. SCOTT, KAN.,
1st & 3d Sun., 2 p. m., I. O. O. F.
hall, 10 Scott ave.
R. Williams, 123 N. Barber. C.
L. M. Allen, 510 Hill st. S.

166-LICKING, NEWARK, O.
1st & 3d Sun., 2 p. m., 17½ S.
Park Place.
F. M. Harris, 69 E. Church st. C.
J. S. Woodward, 162 Elmwood. S.

167-FRONTIER CITY, OSWEGO,
N. Y., 2d & 4th Sun., 2:30
p. m., Maccabees hall.
W. A. Strong, 165 W. 6th st. C.
G. A. Sholey, 187 W. 8th st. S.

168-JERSEY SHORE, JERSEY
SHORE, PA., 1st & 3d Sun.,
2 p. m., Miller blk. Allighney st.
J. A. Peterson, Vilas, Pa. C.
O. L. Herman, lock box 14,
Vilas, Pa. S.

169-NEPTUNE, JERSEY CITY, N.
J., 2d Sun. & 4th Mon. 2 p. m.,
Elks' hall, Henderson & York
T. Delteure, 59 Mercer st. C.
N. McKune, 200 George st.,
New Brunswick, N. J. S.

170-CAMDEN, CAMDEN, N. J.,
1st & 3d Sun., 1:30 p. m., Wel-
come hall, 104 Bd. w.
J. T. Mason, 60 W. Chestnut
ave., Merchantville, N. J. C.
Harry Hewitt, lock box 235. S.

171-THOS. DICKSON, MECHAN-
ICSVILLE, N. Y., 1st & 3d Sun.,
1 p. m., I. O. O. F. hall 2d ave.
T. J. Holloran, 149 5th ave. C.
T. J. McInerney, 124 3d av. S. S.

172-MOUNTAIN CITY, ALTOONA,
PA., 2d Sun., 2 p. m., 4th Sun.,
7:30 p. m., Ramey hall.
John W. Rutter, 712 6th st. C.
Wm. Bowen, Conemaugh, Pa.,
box 97. S.

173-LONG PINE, CHADRON, NEB.,
1st & 3d Sun. 2 p. m., I. O. O. F.
hall.
E. L. Goddall C.
C. H. Crist S.
A. M. Wright.

- 174-BUREKA, PATERSON, N. J., 3d Sun, 9:30 a. m. Ash bldg. 180 Market st.
J. D. Henion, N. Paterson, N. J. C. W. O. Stiles, Ridgely Park, N. J., Bergen Co. S.
- 175-MEMPHIS, MEMPHIS, TENN., every Sun, 2 p. m., I. O. O. F. building, N. Court & Main.
J. G. Jones, 302 McLemore av. C. L. T. LaBell, 779 N. Manassas. S.
- 176-CORNING, CORNING, N. Y., 1st & 3d Sun., 2 p. m., Red Men's hall, over 19 E. Market R. E. Maleady, 63 W. 1st st. . . C. D. Kelliher, 180 W. 2d st. . . S.
- 177-ALLIANCE, ALLIANCE, O., 1st Sun, 1 p. m., K. O. T. M. hall F. W. Johnson, E. Market st. . C. M. R. Mathews, 41 Geiger av. . S.
- 178-GREAT NORTHERN, GRAND FORKS, N. D., 3d Sun., 8:30 p. m., I. O. O. F. hall.
J. M. Cooper, 12 Chestnut st. . C. W. A. Stewart S.
- 179-TOPEKA, TOPEKA, KAN., 2d & 4th Sun, 2 p. m., A. O. U. W. hall, cor. 6th & Jackson sts. Richard Wilson, 325 Klein st. . C. A. A. Horn, 221 Lake st. . . . S.
- 180-ATLANTA, ATLANTA, GA., every Sun, 2 p. m., 574 E. Hunter st. H. M. Patton, 209 Clark st. . . C. E. A. Warwick, 314 W. Alabama st. S.
- 181-CHILLICOTHE, CHILLICOTHE, O., 1st & 3d Sun, 2 p. m., O. R. C. hall Merkle blk.
A. K. Cleveland, 164 Bridge. C. T. J. Hickey, 673 E. 4th st. . . S.
- 182-WOLVERINE, JACKSON, MICH., Alt. Sun, 2:30 p. m., B. of L. E. hall, Webb Bldg. S. Frounfelker, 819 S. Milwaukee st. C. G. B. Griswold, 224 S. Pleasant st. S.
- 183-KNOBLEY, CUMBERLAND, MD., 2d Tues. & 4th Sun., 1:30 p. m., White's hall.
C. E. Savage, Keyser, W. Va. C. L. W. McNemar, 175 Seymour St.
- 184-BLUE RIDGE, CLIFTON FORGE, VA., 1st Mon. 7:30 p. m., 3d Wed., 2 p. m., Masonic hall. W. T. Morris C. J. E. Driscoll, box 302 S.
- 185-LANIER, SELMA, ALA., 1st & 3d Sun., 2 p. m., I. O. O. F. hall. J. C. Austin C. W. E. Stoddard, cor. Church & Dallas S.
- 186-BIRMINGHAM, BIRMINGHAM, ALA., 2d & 4th Sun., 1:30 p. m., 2021 3d ave., 3d floor. R. W. Conley, 2212 6th ave. . . C. W. G. Thomas, 1719 ave. "G". S.
- 187-SUNBURY, SUNBURY, PA., 2d & 4th Sun., 2 p. m., Guyer's hall, Market & 3d st.
Wm. E. Hockenbroch. C. S. Geasey, 125 Ayl st. S.
- 188-STANBERRY, STANBERRY, MO., 4th Sun., 2 p. m., K. P. hall. M. Ward C. F. H. Hecox S. J. C. Besinger.
- 189-FRONTIER, SARNIA, ONT., 1st & 3d Tues., 7:30 p. m., I. O. O. F. hall.
J. Vicary, Tunnel P. O. C. H. Bell, Tunnel P. O. S.
- 190-GRAFTON, GRAFTON, W. VA., 1st & 3d Sun., 2 p. m., K. P. hall M. M. Patton, 12 E. Wilford st. C. J. C. Duffy 120 W. Washington st. S.
- 191-YELLOWSTONE, GLENDIVE, MONT., 1st & 3d Wed., 2 p. m., Masonic hall.
A. E. Anderson, box 268. . . . C. S.
- 192-EAST SAGINAW, EAST SAGINAW, MICH., 2d & 4th Sun., 10 a. m., Myrtle hall, Potter st. L. J. Knickerbocker, 649 Howard st., Detroit, Mich. . . C. B. Langree, 516 N. Franklin. S.
- 193-BUCYRUS, BUCYRUS, O., 1st & 3d Sun., 2 p. m., Opera house. W. H. Miller, 611 E. Warren st. C. D. W. Young, 519 Prospect st. S.
- 194-BROOKFIELD, BROOKFIELD MO., meets 1st & 3d Sun., 2 p. m., O. R. C. hall.
M. Garvey C. W. E. Madden, box 644. . . . S.
- 195-SIERRA NEVADA, SACRAMENTO, CAL., 1st & 3d Mon., 7:30 p. m., I. O. O. F. Bldg.
C. Lucey, 532 M. st. C. G. C. LaForge, 1526 F. st. . . . S. M. V. Murray, 1216 P. st.
- 196-ST. JOHNS, JACKSONVILLE, FLA., 1st & 3d Sun., 10 a. m., Herkimer bldg. Bay & Newman. W. H. York, 46 Carrera st., St. Augustine, Fla. C. T. A. Jones, box 574. S.
- 197-BRAINERD, STAPLES, MINN., 1st & 3d Sun., 2:30 p. m., Sovereign's hall.
P. Hoffoss. C. C. A. Collins, lock box 147. . S.
- 198-SPRINGFIELD, SPRINGFIELD, MASS., 1st & 3d Sun., 2 p. m., 535 1/2 Main st.
G. A. Williams, 56 Bancroft. . C. E. A. Sawin, 55 7th st. . . . S.
- 199-RIDEAU, SMITH'S FALLS, ONT., 1st & 3d Sun., 1:30 p. m. S. of E. hall, Main st.
M. A. Munro, box 349. C. W. J. Boyd, box 237 S.
- 200-BRADFORD, BRADFORD, PA., 1st & 3d Sun., 3:30 p. m., Bradburn hall, 95 Main st.
John Duggan, 45 Williams st. C. F. M. Brown, 49 Amm st. . . . S. G. C. Fagnon, 75 Kennedy st.
- 201-McKEE'S ROCKS, McKEE'S ROCKS, PA., 2d Sun., 12 m.; 4th Sun., 6 p. m., Central Time, Fraternal hall, Chartier ave.
J. F. Montgomery, 604 Esplan st., Pittsburgh, Pa. C. John Daley 916 1st st. . . . S.
- 202-AUGUSTA, AUGUSTA, GA., 1st & 3d Sun., 3:30 p. m., Red Men's hall, 8th st.
S. L. Hollingsworth, 504 9th st. C. B. Crowley, 522 9th st. . . S.
- 203-HOWE, TRURO, N. S., 4th Sat. 7:30 p. m., McKay's Bldg.
W. J. Ellis. C. John R. Fisher, box 495. . . . S.
- 204-QUAKER CITY, PHILADELPHIA, PA., 2d & 4th Sun., 2 p. m., Dental hall, Arch & 13th Eli Zimmerman, 2069 Belmonte C. Jas. R. Coulter, 2738 Poplar st. S.
- 205-R. E. LEE, PORTSMOUTH, VA., 2d & 4th Sun., 2 p. m., Pythian hall.
W. P. McGhee, 203 Brown ave. Norfolk, Va. C. E. B. Lewis, Pythian hall. . . S.
- 206-LINCOLN, SPRINGFIELD, ILL., 2d & 4th Sun., 2 p. m., Redmen's hall, cor. 5th & Monroe st Geo. H. Knox, 15th & E. Jackson st. C. John W. Redman, 705 S. 9th. S.
- 207-AMORY, AMORY, MISS., every Sun., 9 a. m., Masonic hall.
G. J. Frazier C. T. P. Gaines S.
- 208-PALMETTO, CHARLESTON, S. C., 1st & 3d Sun., 3 p. m., Irish Vol. Armory, Van rat st. J. A. Anthony, 8 Ashmeade Pl. C. H. L. Pinckney, 83 Wentworth S.
- 209-POCATELLO, POCATELLO, IDAHO, every Mon., 2 p. m., Masonic Temple.
P. C. Murphy, 556 Wyeth st. C. C. H. Hughart, 710 E. Center. S.
- 210-STONEWALL JACKSON, ROANOKE, VA., every Mon., 7:30 p. m., K. P. hall, S. Jeff. st. M. J. Jennelle, 422 Campbell av. S. W. C. O. H. Gish, 1011 5th ave., N.W.S.
- 211-STEVENS POINT, ABBOTSFORD, WIS., 1st & 3d Sun., 10:30 a. m., Maccabee's hall. Geo. Tardiff. C. M. D. Vinkle. S. W. J. Walters.
- 212-SLATER, SLATER, MO., 2d & 4th Sun. 2 p. m., I. O. O. F. hall. J. P. Blakeman. C. P. E. Clamps. S.
- 213-BARKER, MICHIGAN CITY, IND., 2d & 4th Sun., 2:00 p. m., I. O. O. F. hall.
Day Ludlum, 218 E. 8th st. C. Thos. J. Robinson, box 561. . S.
- 214-BARTLETT, MONCTON, N. B., 3d Sun., 14:30 cor. Orange hall. Miles Wilson C. W. Crockett, box 473 S.
- 215-AUSTIN AUSTIN, MINN., 1st & 3d Sun., 2:00 p. m., Germania hall.
J. D. McCormick, 601. Kenwood ave. C. Walter J. Gibson, 907 Hope st. S.
- 216-OTTUMWA, OTTUMWA, IA., every Sun., 2:30 p. m., O. R. C. hall, cor. Main & Market sts. F. E. Stickney, 201 N. Market. C. H. L. Lewis, 127 Richards st. S.
- 217-ANCHOR LINE, ALLEGHENY, PA., 2d & 4th Sun., 2:30 p. m., 105 Federal st., K. P. hall, J. H. Palmer, 726 Stanton av., Millvale Station. C. H. Fout, 932 Washington ave. S.
- 218-SAVANNAH, SAVANNAH, GA., 2d & 4th Sun., 10 a. m., K. P. hall, Barnard & York sts. J. L. Knowles, 219 39th st. W. C. Geo. P. Hamilton, 523 Broughton st. E. S.
- 219-NEW BRUNSWICK, ST. JOHN N. B., 2d Sun., 2 p. m., I. O. O. F. hall, Union st.
Jas. Daley, Queen st. C. J. C. Johnston, 248 Strait Shore.
- 220-FREMONT, FREMONT, NEB., 1st & 3d Sun., 2 p. m., Franklin hall.
A. McGregor C. J. M. Crisckshank. S.
- 221-CHARLOTTE, SPENCER, N.C., every Sun. 2 p. m., Masonic hall, J. H. Richmond, box 109. . C. W. S. Freeman S.
- 222-ILLINOIS VALLEY, CHILLICOTHE, ILL., 1st & 2d Sun, 1:30 p. m., Daugherty & Frederick hall. S. E. Breese C. G. R. Allen. S.

223-MARTINSBURG, MARTINSBURG, VA., 1st & 3d Mon., 8 p. m., I. O. O. F. hall.
J. W. Rankin, 322 N. Maple .C.
J. A. Zepp, 421 W. Race st. .S.

224-WILMINGTON, WILMINGTON, DEL., 1st & 3d Sun., 1:45 p. m., Eden hall, 10th st., near Orange R. E. Day, 206 W. 23d st. .C.
J. T. Layfield, 1226 King st. .S.

225-STREUBEN, HORNEILL, N. Y., Alt. Thur. 2 p. m., B. L. E. hall, 137 Main st.
B. F. Collins, 2 East ave. .C.
F. P. Hall, 17 Grand st. .S.

226-GALETON, GALETON, PA., 1st Sun., 2 p. m., Baldwin's hall
C. H. Jacobs. .C.
S. C. Stambaugh. .S.

227-CLAUDE CHAMPION, LINCOLN, NEB., 1st & 3d Sun., 2:30 p. m., 141 S. 12th st.
M. E. Shepard, 2309 U. st. .C.
O. S. Ward, R. 6 Brownell blk. S.

228-FRISCO, FT. SMITH, ARK., every Sun. 3 p. m., I. O. O. F. hall, Garave.
A. C. Aden, So. 17th st. .C.
J. H. Tyler, 400 So. 7th st. .C.
D. F. Singleton, 1106 N. 14th.

229-NICOLLS, READING, PA., 2d Sun., 1 p. m., 4th Sun., 10 a. m., Brenneiser's hall, 8th & Penn. sts.
John F. McGlinn, 228 Greenwich st. .C.
H. C. Hedley, 1041 Greenwich. S.

230-NEW FRANKLIN, NEW FRANKLIN, MO., 2d & 4th Sun., 2 p. m., K. P. hall.
I. E. Dey. .C.
A. L. Mudd. .S.

231-VICKSBURG, VICKSBURG, MISS., 2d & 4th Sun., 8 p. m., K. of C. hall, 403 S. Wash. st.
J. G. Raiford, 819 S. Wash. st. C.
A. L. Jaquith, 401 E. Grove st. S.

232-SIOUX CITY, SIOUX CITY, IA., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 5th & Douglas st.
Ben Bowen, 410 W. 3d st. .C.
C. D. Hopkins, 903 Court st. .S.

233-POINT PLEASANT, MIDDLEPORT, O., 2d & 4th Sun., 1:30 p. m., Woodmans hall, 3d & Mill st.
P. M. Tinklepaugh. .C.
C. E. Murray. .S.
J. M. Caruthers.

234-BERKELEY, BRUNSWICK, MD., every Fri., 7:30 p. m., Swank & George hall.
L. M. Shores. .C.
J. H. Grimm, box 45. .S.
Edw. Sheridan.

235-FREESPORT, FREESPORT, ILL., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 127 Stephenson st.
C. H. Shafer, 138 Galena st. C.
M. H. Allen, 223 Benton st. S.

236-ST. CLOUD, MELROSE, MINN., 1st Mon. 7:30 p. m., 4th Sun., 2:30 p. m., K. P. hall.
R. E. Landis. .C.
G. M. Goodman. .S.

237-WORCESTER, WORCESTER, MASS., 4th Sun., 11 a. m., 405 Main st., Castle hall.
C. D. Balcom, 6 May st. .C.
W. F. Harburt, 28 Wildwood av. S.

238-SHERIDAN LAREDO, MO., 1st Mon., & 3d Tues., 7:30 p. m., Masonic hall.
H. C. Beeler. .C.
A. F. Scott, 718 Bdw. Chilli-cothe Mo. .S.

239-LEXINGTON, LEXINGTON, KY., 2d & 4th Sun., 8:30 a. m., Woodmans hall, 222 E. Main.
A. H. Watkins, 233 Ky. av. .C.
W. F. Bucher, 145 E. End av. S.

240-HIAWATHA, MARQUETTE, MICH., 2d & 4th Sun., 2 p. m., A. O. U. W. hall.
C. A. Sundberg. .C.
D. W. Vaughn. .S.

241-DE SOTO, DE SOTO, MO., 1st & 3d Sun., 1 p. m., K. P. hall.
Wm. Lynch, box 465. .C.
R. L. Goff, Main & Boyd. .S.
L. M. Roubush, box 181

242-NIPISING, NORTH BAY, ONT., 2d & 4th Sun., 2:30 p. m., Brennans hall, Main st.
Thomas Jamison. .C.
Wilfred Aubry. .S.

243-MISSOULA, MISSOULA, MONT., 1st & 3d Sun. 2 p. m. Elks' hall.
C. A. Searles. .C.
K. A. Rollins, 107 R. R. ave. S.

244-PIKE'S PEAK, COLORADO SPRINGS, COLO., every Fri., 7:30 p. m., Woodmen's hall.
E. C. Heap, 1409 S. Tejon st. C.
Wm. Cragg, 1820 Colorado ave. S.

245-WINFIELD, ARKANSAS CITY, KAN., 1st & 3d Sun., 2 p. m. F. A. A. hall, over State Bank.
C. A. Fay, 419 N. A st. .C.
F. J. Vogel, 805 S. B st. .S.

246-JOHN MCCONIFF, WYMORE, NEB., 1st, 3d & 5th Sun. 2:30 p. m., A. O. U. W. hall.
E. B. Wheeler. .C.
J. D. Pennington, lock box 145 S.

247-FISHER'S PEAK, TRINIDAD, COLO., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall, E. Main st.
Maurice O'Connor, 500 E. Main. C.
Geo. C. Baerman, 201 E. Main. S.

248-TUSCUMBIA, TUSCUMBIA, ALA., 2d & 4th Sun., 2 p. m., K. P. hall, Main st.
John S. Murphy, Sheffield, Ala. C.
C. N. Looney, Sheffield, Ala. S.

249-MT. TACOMA, TACOMA, WASH., 2d & 4th Sun. 1:30 p. m., I. O. O. F. hall, 712 Pacific
J. W. Stamper, 1207 S. 16th st. C.
A. G. Bradbury, 903 1/2 Pac. av. S.

250-TWIN CITY, BRISTOL, VA., 2d & 4th Sun., 3 p. m., Masonic hall, Virginia st.
H. D. Millard, 502 Virginia st., C.
M. O. Wood, 618 Moore st. S.
W. W. Boas, 4th st.

251-COTTON BELT, PINE BLUFF, ARK., every Sun., 2:30 p. m., K. P. hall.
J. A. Holmes, 713 W. 3d av. .C.
F. M. Culver, 1021 E. 7th ave. S.

252-HOLY CROSS, LEADVILLE, COLO., 1st & 3d Sun., 7:30 p. m., I. O. O. F. hall.
David Daly, box 683. .C.
I. Van Dyne, box 683. .S.

253-GOGEBIC, ASHLAND, WIS., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 3d st. W.
F. B. Dick, 1709 5th st. E. .C.
J. B. Murphy, 308 3d Ave. E. S.

254-CLOVER LEAF, FRANKFORT IND., 2d & 4th Sun., 10 a. m., Maccabees hall.
Chas. F. Eckler, 603 N. Columbia st. .C.
C. E. Stone, 350 E. Paris st. S.

255-MOUNTAIN, MEDICINE HAT, ALBERTA, 1st & 3d Wed., 14:30 k, Cochran's hall, S. Ry. st.
Saml. W. Sprague. .C.
T. C. Blatchford. .S.

256-SAN GABRIEL, SMITHVILLE, TEX., 2d & 4th Sun., 2:00 p. m., K. P. hall.
A. R. Taber. .C.
G. M. Loughridge, box 166. S

257-WASHITA VALLEY, CHICKASHA, I. T., 1st & 3d Sun., 2:30 p. m., Masonic Hall.
Chas. W. Moffatt. .C.
Alex. McLean. .S.

258-ABERDEEN, ABERDEEN, S.D., 2d Sun., 3:30 p. m., A. O. U. W. hall, 402 S. Main st.
C. A. Nelson, 314 Maple av. E. C.
W. R. Foster, 514 S. 1st. .S.

259-FOND DU LAC, FOND DU LAC, WIS., 1st & 3d Sun., 2 p. m., 479 Main st.
Eugene Sweeney, 319 Forest av. C.
V. O. Zimmerman, 409 Wis. av. North Fond du Lac, Wis. .S.

260-ELLENSBURG, ELLENSBURG, WASH., 1st & 3d Sun. 1 p. m., I. O. O. F. hall.
J. D. Matthews, box 233. .C.
S.

261-SAN LUIS, SAN LUIS POTOSI, MEX., every Mon., 8 p. m., 4a 3a Morales No. 18.
E. F. Thompson, Box 171. .C.
W. D. Ives, Box 171. .S.

262-RED RIVER, CLEBURNE, TEX., every Mon. 7:30 p. m., K. P. hall
W. A. Parrish, 125 McClain st. W. A. Parrish, Tex. .C.
B. E. Prickett, 821 N. Robinson st. .S.
W. E. Nowlin, W. Wilson st.

263-CUMBERLAND, CUMBERLAND, MD., 2d Sun. 1 p. m., 4th Sat. 8 p. m., I. O. O. F. room, City hall.
J. B. Coulehan, 339 N. Centre. C.
C. A. Schmutz, 85 Highland st. S.

264-RALEIGH, RALEIGH, N. C., 2d & 4th Sun., 2 p. m., Odd Fellows' hall, Home building.
H. I. Stewart. .C.
W. W. Newman, box 222. .S.

265-CHANUTE, CHANUTE, KAN., 2d & 4th Sun., 2 p. m., Masonic Temple.
W. Hart, 18 N. Steuben st.
P. Farrell, 205 W. 3d st. .S.

266-STAKED PLAINS, BIG SPRINGS, TEX., every Mon., 3 p. m., K. P. hall.
Otto Elliott. .C.
C. W. Vaughan. .S.
W. A. Mathis, Box 120

267-PACIFIC, VANCOUVER, B. C., 3d Fri. 20 k. O'Brien hall.
Geo. W. Hatch, 761 Beatty st. C.
H. Buckley, 1122 Pender st. S.

268-MARION, MARION, IA., 2d & 4th Sun. 7:30 p. m., G. A. R. hall.
F. B. Cornelius. .C.
B. Bulky. .S.

269-BORDER CITY, VAN BUREN, ARK., every Sun. 2:30 p. m., Lynch hall, Main st.
W. L. Marshall, lock box 534. C.
I. F. Adkins. .S.
Wm. Wells, lock box 513.

270-YOUNGSTOWN, YOUNGSTOWN, O., 2d & 4th Sun. 2 p. m., Carpenter's hall.
J. W. Holloway, 201 W. Market st. Warren, O. .C.
H. E. Reed, 613 McKinley av. S.
Geo. Happer, 524 Holmes st.

271-CAPE FEAR, WILMINGTON, N. C., 2d & 4th Sun., 2 p. m., K. P. hall.
J. M. Walker.....C.
T. J. Pas.....S.

272-MONTANA, HAYRE, MONT., 1st & 2d Sun., 2:30 p. m., Chesnut hall.
J. Strain.....C.
A. D. Smith.....S.

273-GUERNSEY, CAMBRIDGE, O., 1st & 3d Sun., 7 p. m., Pathfinder's hall.
W. S. Davis, 514 S. 9th st.C.
D. C. Ford, 944 Steubenville ..S.

274-KAUKAUNA, SO. KAUKAUNA, WIS., 1st & 3d Sun., 2:00 p. m., C. O. F. hall.
M. D. Munger, Shawano, Wis. C.
F. M. Schmidt, box 320.....S.

275-GAUDAUPE, YOAKUM, TEX., every Sun., 3 p. m., Orth bldg.
J. O. Sloan.....C.
G. J. Burleigh, box 264S.
C. T. Wade.....S.

276-PRAIRIE VIEW, GOODLAND, KAN., 1st & 3d Sun., 1:30 p. m., Masonic hall.
J. W. Dodds.....C.
L. E. Luther.....S.

277-PAN HANDLE, WELLINGTON, KAN., 2d & 4th Wed., 4 p. m., I. O. O. F. hall.
C. A. Miller.....C.
R. F. Finney.....S.

278-DENNISON, DENNISON, O., 1st Tues., 1:00 p. m.; 3d Sun., 7 p. m., M. W. of A. hall.
T. B. Flood, Box 712C.
J. A. Gray, box 111.....S.
C. B. Polen.....S.

279-MISSOURI, JEFFERSON CITY MO., 2d & 4th Sun., 2:30 p. m., I. O. O. F. hall.
Chas. Ewen, 721 Broadway...C.
B. R. Cromley, 304 Lafayette ..S.

280-BESSEMER, ALBION, PA., 1st & 3d Mon., 1:30 p. m., I. O. O. F. hall, Main st.
W. H. Burdick, Greenville, Pa. C.
S. D. Naylor.....S.

281-GLENWOOD, PITTSBURG, PA., 1st Sun., 2:30 p. m.; 3d Sun., 7:30 p. m., Trust hall.
Wm. Littlehale, 2176 2d ave. .C.
W. M. Shipley, Mars, Pa.S.

282-NEEDLES, NEEDLES, CAL., every Thur., 2 p. m., K. P. hall.
F. W. Searle.....C.
W. H. Safford, Box 28S.

283-MARCELINE, MARCELINE, MO., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.
C. D. Williams.....C.
S. R. Fuller.....S.

284-SUL ROSS, WACO, TEX., 2d & 4th Sat., 7:45 p. m., Macca-bee's hall, 6th & Austin sts.
A. G. Hawkins.....C.
W. S. Gillespie, 111 S. 4th st. .S.

285-SPOKANE, SPOKANE, WASH., 1st & 3d Tues., 7:30 p. m., Frat. hall, Sprague & Wall sts.
Jas. M. Shannon, 01823 Atlantic C.
Jesse Huxtable, 214 E. Nora...S.

286-KAKABECA, FT. WILLIAM, ONT., 2d & 4th Wed., 14 k, L. O. L. hall.
L. L. Pelletier.....C.
J. A. Gillis, Box 156.....S.

287-OBARR, SAN MARCIAL, N. M., every Mon. 7 p. m., Masonic hall.
G. M. Lewis.....C.
J. M. Harrison, Rincon, N. M. S.

288-SUPERIOR, WEST SUPERIOR, WIS., 1st & 3d Sun., 2 p. m., Terminal hall.
Wm. Bradley, 1508 Broadway.C.
E. R. Smith, 1201 16th st., Superior, Wis.....S.

289-WELLSVILLE, WELLSVILLE, O., 1st & 3d Sun., 1:30 p. m., Brotherhood hall, 1315 Main st.
E. R. Butler, 1804 Clark av. .C.
F. J. Packer, 403 14th st.S.

290-WINGO, PADUCAH, KY., every Sun., 2 p. m., Yeiser hall.
W. D. Anderson, 917 S. 11 st., C.
A. E. Tonks, 822 Jefferson St. .S.

291-MORRIS, HOBOKEN, N. J., 2d & 4th Wed., 10 a. m., 127 Hudson st.
W. S. Bagshaw, 5 Jefferson st. Newton, N. J.C.
W. S. Neuman, 15 2d st. So. Orange, N. J.S.

292-DEER LICK, CHICAGO, OHIO, 1st & 3d Sun., 2 p. m., B. R. T. hall, Myrtal av. & Mauple st.
W. S. Thompson.....C.
J. H. Barnville, L. box 375. .S.

293-CHAS. MURRAY, CHICAGO, ILL., 2d & 4th Mon., 1:30 p. m., Cent. Park Hall, cor. Lake & Francisco ave.
Geo. S. Lane, 502 S. 7th ave., Maywood, Ill.C.
J. A. Lewis, 54 N. Washtenaw ave.....S.

294-NEW JERSEY, TRENTON, N. J., 3d Sun., 2 p. m., Concordia hall, 33 W. State st.
C. J. Scheeler, 48 Charles st. .C.
J. J. Coleman, 342 Brunswick. S.

295-LORAIN, LORAIN, O., 2d Mon., 8 a. m.; 4th Wed., 7:30 p. m., Glick hall, 620 Bd. 3rd Fl.
J. Carrigan, 216 Forest st.C.
J. J. Pollock, 1724 Penfield av. S.

296-C. W. CLEMENT, RUTLAND, VT., 3d Sun., 6 p. m., G. A. R. hall, Merchants Row.
J. A. White, 45 North St.C.
W. E. Amblo, 87 Maple st.S.

297-SOMERSET, SOMERSET, KY., every Wed., 7:30 p. m., Johnston's hall, Main st.
S. E. Lewis.....C.
J. H. Bauman, Sta. "A".....S.

298-KANSAS, HERRINGTON, KAN., 2d & 4th Sun., 2 p. m., Masonic hall.
J. T. Beem.....C.
W. B. Freeland, lock box 380. S.

299-LIMA, LIMA, OHIO., 2d & 4th Sun., 2 p. m., Mitchell hall, N. E. cor. Main & Public Square.
G. G. Bashore, 624 S. Main st. .C.
O. D. Fisher, Holland Blk.S.

300-DODGE CITY, DODGE CITY, KAN., every Sat., 1:30 p. m., Masonic hall.
H. L. Hubbard.....C.
J. A. Corey.....S.

301-SEYMOUR, SEYMOUR, IND., 2d & 4th Sun., 2 p. m., New Masonic hall, W. 2d st.
Ford Cox, 418 E. 2d st.C.
Eugene Ireland, 801 W. Brown. S.
Geo. T. Childers, 230 S. Vine.

302-LAFAYETTE, LAFAYETTE, IND., 1st & 3d Sun., 2:30 p. m., Redmen's hall, 4th and Ferry.
C. E. Ellsberry, 1207 Hartford. C.
C. Bloom, 1119 Union ave.S.

303-NEW ALBANY, NEW ALBANY, IND., 1st & 3d Sun., 2:00 p. m., K. & L. of H. hall.
J. H. Cole, 1015 E. Market st. C.
W. E. Russell, 1201 E. Main st. S.
T. C. Laughlin, 703 E. Main st.

304-PEARL RIVER, CANTON, MISS., 1st & 3d Sun., 4 p. m., Masonic hall.
O. A. Harrison.....C.
W. V. Johnson, Water Valley, Miss.S.

305-LA GRANDE, LA GRANDE, ORE., 1st & 4th Sun., 7:30p. m., K. P. hall.
H. C. Grady.....C.
A. V. Andrews.....S.

306-BAY, W. BAY CITY MICH., 2d & 4th Sun., 11 a. m., I. O. O. F. hall.
C. A. B. Martin, 405 S. Union. C.
E. F. Richards, 205 Marquette. S.

307-JERSEY CENTRAL, ELIZABETH, N. J., 2d & 4th Sun., Jacobs' Assembly Room. Jeff. av. & E. Jersey st.
G. B. Van Nortwick, 86 W. Cliff st., Somerville, N. J.C.
Philip Backer, 89 W. Mainst., Somerville, N. J.S.

308-BLUFF CITY, MT. CARMEL, ILL., 1st & 3d Sun., 2:30 p. m., Schneck's hall, east Market st.
Chas. Natho.....C.
W. R. Struby, 314 W. 2d st. .S.

309-W. H. WRIGHT, YOUNGWOOD, PA., 1st Sun. 9:30 a. m., & 3d Sun. 7 p. m., I. O. O. F. hall.
C. E. Brindle.....C.
J. S. Best.....S.

310-MOBILE, MOBILE, ALA., 1st & 3d Sun., 2 p. m., I. O. O. F. hall, St. Michael and Royal sts.
P. M. Hickey, 108 Dauphin st. C.
J. P. Collins, 507 Government. S.

311-NEW YEAR, WAYCROSS, GA., 2d & 4th Sun., 2:30 p. m., Masonic hall.
W. F. Eaton, 51 Mary st.C.
J. S. Baugh, 77 Albany ave.S.

312-DEFENDER, WEEHAWEN, N. J., 2d & 4th Sun., 1:30 p. m., Masonic Temple.
E. E. Emmet, 161 1st st., Clifton Park.....C.
J. Clark Sheldon, 7 First st Clifton Park.....S.

313-SAN XAVIER, TUCSON, ARIZ., every Sun., 1:30 p. m., A. O. U. W. hall, E. Congress.
G. W. Yancy.....C.
C. F. Davant, box 322.....S.

314-ALLEGHENY CITY, ALLEGHENY, PA., 2d & 4th Sun., 2:00 p. m., I. O. O. F. hall.
W. D. Motheral, 1106 Morrison C.
P. Rafferty, 1814 Marketst.S.

315-NBGOIMS, CHAPLEAU, ONT., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.
A. E. Wideman, Ft. William, Ont.C.
A. Swezey.....S.
T. Kehoe.....S.

316-SHAWNEE, SHAWNEE, O. T., every Fri., 8 p. m., O. R. C. hall, Bd. st. & Main st.
M. E. Stansbury, Box 602....C.
D. A. Crafts, box 461.....S.

317-ELM CITY, NEW HAVEN, CONN., 1st & 3d Sun., 10:30 a. m., I. O. O. F. bldg., 95 Crown.
J. Wall, 20 Cassius st.C.
F. J. Flanagan, 272 Portsea st. S.

318-ASHVILLE, ASHEVILLE, N. C., 1st & 3d Sun., 11 a. m., O. R. C. hall, Depot st.
J. H. Gudger, 10 Ora st.C.
C. L. Felmet, 44 Buxton st.S.

319-KNOWES, GREENVILLE, S.C., every Sun., 3:00 p. m., Carpenter's hall.
L. A. Sifford, 837 W. Wash'ton C.
C. E. Bull, 820 Hampton av. .S.

320-MIAMI VALLEY, DAYTON, O.,
1st & 3d Sun., 2 p. m. I. O. O. F.
hall, S. E. cor. 5th & Jefferson
M. J. Maloney, 118 Webster st.,
Middletown, Ohio.....C.
F. E. Nichols, 1507 Brown st. .S.

321-EASTER, SPRINGFIELD, MO.,
2d & 4th Mon. 2 p. m. K. P. hall
A. W. Emery, 1305 Robberson, C.
O. E. Risser, 1345 N. Jefferson...S.
C. H. Hassell, 615 W. Walnut.

322-MAPLE LEAF, LINDSAY, S. C.,
1st & 3d Sun. 2:30 p. m. For-
esters hall, 27 Kent st. E.
Wm. H. Crozier.....C.
G. H. Adam, Bx. 360.....S.
John R. Way.

323-CONGAREE, COLUMBIA, S. C.,
every Sun., 2:30 p. m., Brown's
hall, 1730½ Main st.
G. W. Barnes, 1724 Taylor st...C
Jas. L. Davis, Lumber St.....S

324-BLUEFIELD, BLUEFIELD
W. Va., every Sun., 2 p. m.
Masonic hall., Bland st.
J. S. Noel.....C.
E. D. Ewans.....S.

325-GRAND JUNCTION, GRAND
JUNCTION, COLO., 1st & 3d
Thur., 2 p. m., Elks' hall.
C. V. Osgood.....C.
A. F. McCabe, 403 Ouray ave..S.

326-NEW CASTLE, NEW CASTLE,
PA., 2d Fri. & 4th Sat., 7 p. m.
K. of P. hall, 7th Ward.
W. J. Spurrier, 209 Lafayette, C.
Chas. Reinhardt, 223 E. Madison S.

327-GOLDEN RULE, EFFINGHAM,
ILL., 1st Sun., 10 a. m.,
I. O. O. F. hall, Main st.
L. M. Hough.....C.
M. M. Shorb.....S.

328-LAKE PARK, HILLSBORO,
TEX., every Wed. 7:30 p. m.,
B. R. T. hall, 114 S. Waco st.
T. E. Watson, 111 Matthew st. C.
C. S. McKee, 209 Mathews st. .S.

329-CHAMPION CITY, SPRING-
FIELD, O., 1st & 3d Sun.,
1:30 p. m., P. O. S. A. hall.
C. F. Phleger, 141 Clifton av. C.
Van Oran, 90 E. Pleasant st. .S.

330-EMPORIA, EMPORIA, KAN.,
1st & 3d Sun., 2 p. m.
M. W. A. hall, 601 Commercial.
G. A. Ackerman, 226 Neosho. C.
H. W. Hedgescock, 226 Neosho. S.

331-SUSQUEHANNA, COLUMBIA,
PA., 2d & 4th Sun., 1:30 p. m.,
Swartz Bldg., 3d & Locust.
Erwin Buller, Poplar st.C.
J. R. McManus, 465 Walnut...S.
H. R. Haefner, 20 S. 5th st.

332-JONESBORO, JONESBORO
ARK., every Sun., 2 p. m., Ma-
sonic hall, Main st.
J. A. Webb.....C.
S. P. Gray, 205 Fisher st.S.

333-RENOVO, RENOVO, PA.,
2d and 4th Sun., 1:03 p. m.,
I. O. O. F. hall, 6th st.
John Gilmartin.....C.
Wm. F. Deckard, Bx. 461...S.
M. T. Cummings.

334-AVONDALE, BIRMINGHAM,
ALA., 1st & 3d Sun., 2 p. m.,
Magnolia hall.
C. E. Carper, 1212 ave. K.C.
T. J. Allen, Jr., 5044 1st ave.,
Woodlawn, Ala.....S.

335-CONCORD, CONCORD, N. H.,
1st Fri., 7:30 p. m., 3d Sun.,
12:30 p. m., Capital hall.
J. Follonsbee, 91 Warren st....C.
A. E. Bean, 20 Rumford st.S.

336-DULUTH, DULUTH, MINN.,
1st Sun., 7:30 p. m., Elks hall.
J. H. O'Brien, 28 25th av. w. C.
F. C. Bahr, 2127 W. 1st St....S.

337-BALTIMORE, BALTIMORE, MD.,
2d Sun., 1:45 p. m., 4th Sat., 7:45
p. m., 630 W. Baltimore st.
J. J. Plinn, Camden Station...C.
J. E. Gary, Mt. Winans, Md...S.
Henry Long, Forest Park.

338-WICHITA, WICHITA, KAS.,
2d & 4th Sun., 7:30 p. m.,
Maccabees hall, 211 E. Douglas.
F. J. Rose, 613 Waco ave.C
A. Anderson, lock box 844....S.

339-WASHINGTON, WASHINGTON,
IND., 2d & 4th Sun., 9:30 a. m.,
Masonic hall.
W. W. Perkins.....C.
E. R. Thorpe.....S.

340-GLADSTONE, GLADSTONE,
MICH., 2d & 4th Sun., 2:30 p. m.
Fraternity hall, 6th & Delta.
D. Baily.....C.
I. B. Byers.....S.

341-CANADAWARAN, NORWICH,
N. Y., 1st Sun., 7:30 p. m.; 3d
Sun. 10:30 a. m. Redmen's hall.
C. T. King, Pine Villa, N. Y. C.
Curtis W. Dorman, 47 Front. .S.

342-OVERLAND, JUNCTION CITY,
KAN., 1st & 3d Sun., 3 p. m.
Union hall, Washington st.
J. E. Cave, 708 E. 8th st....C.
Kansas City, Mo.....C.
R. B. Cunningham, R. R. No. 3 S.

343-BLUE VALLEY, FAIRBURY,
NEB., 2d & 4th Sun., 2:30 p. m.,
K. & L. of S. hall.
B. J. Raney, 914 E. 7thC.
J. E. Hough, 908 F st.S.
J. L. Hutchison.

344-EAST TORONTO, YORK, ONT.,
2d & 4th Mon., 7:30 p. m.
I. O. O. F. hall.
J. Hozack, E. Toronto, Ont...C.
Edwin Seller, 126 Peter st.C.
Toronto, Ont.....S.
John White, E. Toronto, Ont.

345-WEST TORONTO, TORONTO
JUNCTION, ONT., 2d & 4th Sun.,
2:30 p. m., The James Block,
cor. Pacific ave. & Dundas st.
J. J. Walker, 47 Macdonnell st.
Toronto, Ont.....C.
G. A. Woods, 287 Church st.,
Toronto, Ont.....S.

346-YELLOW RIVER VALLEY,
TOMAH, WIS., 1st & 3d Sun.,
2 p. m. I. O. O. F. hall
Thos. Moran.....C.
W. S. Johnson, New Lisbon, Wis. S.
W. L. Baker.

347-JULIEN, DUBUQUE, IA., 2d
Sun. & 4th Mon., 2 p. m.,
Union hall, 1965 Couler ave.
B. P. Congdon, 574 Windsor...C.
J. H. Bassett, 1987 Washington S.

348-TIPTON, TIPTON, IND., 1st &
3d Sun. 10 a. m. Maccabees hall.
F. E. C. Hartman.....C.
A. E. O'Beirne.....S.

349-CREWE, CREWE, VA., 2d &
4th Sun., 10 a. m., Masonic hall.
J. W. Harding.....C.
G. W. Richardson, box 83....S.

350-SEATTLE, SEATTLE, WASH.,
2d & 4th Sun., 1:30 p. m., Car-
penter's hall, 1620 4th ave.
H. C. Tieman, 206 Summit av. N. C.
J. H. Monaghan, box 1147....S.

351-THREE STATES, PORTS-
MOUTH, O., 1st Tues. 3d Fri.,
7:30 p. m. 2d & 4th Sun. 2 p. m.
R. L. Gilmore.....C.
L. C. Payne, 440 E. 12th st.S.

352-KEEWATIN, KENORA, ONT.,
1st and 3d Sun., 14 k; I. O.
O. F. hall.
D. Campbell.....C.
W. A. McCullough, box 34....S.

353-MINNE - WAUKON, ESTHER-
VILLE, IA., 3d Sun., 10:00 a. m.,
K. P. hall.
J. B. Walters, 918 E. Howard. C.
W. A. O'Neil, 915 E. Maple st. S.

354-HAGERSTOWN, HAGERSTOWN,
MD., 1st & 3d Sun., 2 p. m.,
Hose hall, S. Potomac St.
J. D. Booz, 203 Summit ave...C.
R. S. Chingan, 334 McDowell. .S.

355-ALLANDALE, ALLANDALE,
ONT. 3d Sun. 2:30 p. m. B. R. T.
hall.
K. McLennan.....C.
F. Heard, box 16.....S.

356-BLACK EAGLE, GREAT FALLS,
MONT., 2d & 4th Sun., 7:30 p.
m., I. O. O. F. hall.
J. H. Hall, box 410.....C.
Otto Bjornstad, box 325....S.

357-CONNELLSVILLE, CONNELLS-
VILLE, PA., 2d Sun., 7 p. m.;
4th Sun., 1 p. m. I. O. O. F. hall.
F. M. Cunningham, 1010 Tra-
der ave.....C.
D. T. Huleman, 410 E. Francis. S.

358-LADAS, TRAYER, MO., 1st &
3d Sun., 9:00 a. m., Boyd's hall
H. R. Viggers.....C.
G. W. Bowman.....S.

359-EXCELSIOR, EAST ALBANY,
N. Y., 1st Sun., 10:30 a. m.,
Vaughn's hall, 439 Broadway.
Rensselaer, Albany, N. Y.
John L. Parmerton, 439 Broad-
way, Rensselaer, Albany, N. Y. C.
J. P. Kilmer, 1447 Broadway,
Rensselaer, Albany, N. Y., .S.
J. J. Ryan, 68 Elm st., Rens-
selaer, Albany, N. Y.

360-MARTIN CLANCY, TWO HAR-
BORS, MINN., 2d & 4th Sun.,
2 p. m., K. P. hall.
H. G. Skinner.....C.
Wm. O'Rourke.....S.

361-VALLEY, VALLEY JUNCTION,
IOWA, 2d & 4th Sun., 10 a. m.,
Fraternal hall.
W. P. Dinsmore.....C.
J. A. Gibson.....S.

362-VERNON, NEVADA, MO., 2d &
4th Sun., 2:30 p. m., K. P. hall.
G. W. Hufbauer, 1230 E. Lo-
cust st.....C.
G. C. Hedges, 720 S. Cedar st. .S.

363-SUGAR CITY, NORFOLK, NEB.,
1st & 3d Sun. 2:30 p. m., Ry.
Emp. hall, Norfolk Jct.
A. M. Leach, 401 S. 9th st....C.
B. P. Pippin, 1200 4th st....S.
S. L. Miller, 712 9th st.

364-GOLDEN GATE, OAKLAND,
CAL., every Sat., 7:45 p. m.,
Pythian Castle, 12th & Alice.
L. L. Stevens, 820 13th st....C.
T. A. Hughes, 2286 West st. .S.

365-ALFRED BECK, PENSACOLA,
FLA., 2d & 4th Sun. 9:30 a. m.,
K. P. hall, 2 W. Gardner st.
J. O. Jennings, 316 E. Gadsden. C
W. Humphreys, box 668....S

366-LEBDS, BROCKVILLE, ONT.,
1st Sun., 2:00 p. m., A. O. U.
W. hall, King st.
Adam Young, box 642.....C.
R. McCornachie, box 533....S.

367-McCOMB CITY, McCOMB CITY,
MISS., 1st & 3d Sun., 2 p. m.,
Masonic hall.
Mat Kennedy.....C.
E. L. McLaurine.....S.

368 - ARGENTINE, ARGENTINE, KAN., 1st & 3d Sun., 2 p. m., Fireman's hall, Strong ave.
S. A. Littlejohn, 18 Manvil... C.
Geo. McNeal, 28 S. 7th st... S.

369-PARKERSBURG, PARKERSBURG, W. VA., 1st & 3d Sun., 2 p. m., Eastern time, Fraternal hall, Market st.
L. W. Woodruff, box 57, Belpre, Ohio... C.
J. E. Lawrence, 117 7/8 st... S.

370 - PROVIDENCE, PROVIDENCE, R. I., 2d & 4th Sun., 2:00 p. m., I. O. O. F. hall, 433 Westmitter, C. C. Andrews, Gildard st... C.
Wm. A. Doran, 80 Douglas ave. S.

371 - LIVINGSTON, LIVINGSTON, MONT., 2d & 4th Sun., 2:30 p. m., Masonic hall.
Frank Shelper 212 S. 6th st... C.

372-CORTEZ, RATON, N. M. every Sun., 2:30 p. m., I. O. O. F. hall, O. P. Coleman, 810 S. 1st st... C.
M. A. Brennan, 444 Park ave. S.

373-FOX RIVER, GREEN BAY WIS 2d & 4th Sun., 2 p. m., K. P. hall, c. r. Wash'ton & Main sts
P. W. Welby, 611 Clinton st... C.
F. H. Seymour, 802 Cora st... S.

374-INDEPENDENT, ELMIRA, N. Y. 1st & 3d Sun., 2:30 p. m., Red Men's hall, 106 Lake st.
B. L. Bennett, 410 Sullivan st... C.
F. M. Collier, 1316 1/2 Lake st... S.

375-GOLD COIN, CANON CITY, COL. 2d & 4th Sun., 8 p. m., Elks' hall.
R. J. Ives, 819 River st... C.
A. H. Smith, 1115 Macon ave. S.

376-C. F. WILCOX, ASHLEY, IND., 1st Sun., 2:30 p. m., 4th Thurs. 7 p. m., K. P. hall.
C. A. Carr... C.
Wm. Annibal... S.
F. J. Tompkins

377-JOLIET, JOLIET, ILL., 2d & 4th Sun., 3 p. m., Castle hall.
F. W. Hensel, 1513 E. Cass st... C.
E. B. French, 102 Winston ave. S.

378-CAPITOL, WASHINGTON, D.C., 2d & 4th Sat. 8 p. m., Home Life Ins. Bldg. 5th & G st. n. w.
S. A. Beard, 1321 11th st. s. e. C.
W. P. Miller, B. & P. depot... S.
J. S. Meushaw, B. & P. depot

379-CORBIN, CORBIN, KY., every Sun., 9:30 a. m., I. O. O. F. hall.
W. C. Killinger... C.
G. R. Sproules...

380-CADDO MENA, ARK., every Sun., 2:30 p. m., Tobin hall.
E. E. Ross... C.
Warren Huribert box 256... S.

381-HOWELL, EVANSVILLE, IND., 1st & 3d Sun., 2 p. m., Dickman's hall, 4th st.
P. W. Maroney, 1700 E. Franklin C.
L. B. Walls, box 84... S.

382-PITTSBURG, PITTSBURG, KAN., 1st & 3d Sun., 2:00 p. m., A. O. U. W. hall, E. 3d.
O. A. Rogers, 812 N. Joplin st. S.
W. B. Comer, 1304 N. Joplin st. S.

383-ALGIER, LA FAYETTE, LA., every Fri., 7:30 p. m., K. P. hall.
H. D. French, 813 Pacific ave. C.
J. J. Vanderlinden, 349 Belle ville st., Algiers, La... S.

384-LIBERTY ISLE, TOTTEENVILLE, N. Y., 4th Sun. 2 p. m., K. P. hall
James Gerow... C.
W. J. Reeves... S.

385-IONIA, IONIA, MICH., 2d & 4th Sun., 10:30 a. m., Macca-bee hall.
A. W. Merriam, 316 E. Wash- ington... C.
J. J. Pixley, 318 Bliss st... S.

386-E. ST. LOUIS, E. ST. LOUIS, ILL., 1st & 3d Sun., 1:30 p. m., Music hall.
E. Gorey, 3106 Market st... C.
J. A. Schneider, 473 N. 25th st. S.
S. S. Goodins, 644 N. 33d st.

387-U. S. HUGHES, WABASH IND., every Sun., 2 p. m., Forrester hall, E. Market st.
C. A. Thomas, 10 No. East st. C.
R. Palmer, E. Market st... S.
N. O'Brien, Hunnyton & Maple.

388-ALTON, ALTON, ILL., 2d Sun., 7:00 p. m., K. P. hall
J. C. McGuan, 1228 Belle st... C.
R. M. Brown, 1217 Main st... S.

389-ALBUQUERQUE, ALBUQUERQUE, N. M., every Mon., 2 p. m., Odd Fellows' hall, S. 2d st.
J. E. Tingley, 220 S. Edith st... C.
F. A. Nohl, 217 N. Walter st... S.

390-SMOKEY VALLEY, HOISINGTON, KAN., 2d & 4th Sun., 9 a. m., O'Donnell's hall.
F. N. Coleman, lock box 425... C.
G. W. Fris, Council Grove, Kan., box 221... S.

391-LONG ISLAND, LONG ISLAND CITY, N. Y., 2d & 4th Tues., 12:30 p. m., Masonic hall.
G. E. Olin, Amagansett, N. Y. C.
W. W. Apper, Jamaica, N. Y... S.
F. C. Newton, Port Jefferson, N. Y.

392-ORANGE GROVE, SAN BERNARDINO, CAL., 2d & 4th Sat. 8 p. m., Native Sons' hall.
F. M. VanWay, 676 3d st... C.
E. A. Vahay, R. P. D. No. 1... S.

393-MOOSE JAW, MOOSE JAW, SASKATCHEWAN, 1st & 3rd Wed., 14:30 k., Smith's hall.
W. McCauley, River st. E... C.
Geo Wilcox... S.

394-CHOCTAW, HAILEYVILLE I. T., 1st & 3d Sun., 2:30 p. m., Masonic hall.
G. W. Kernell... C.
J. H. Combs, Wilburton, I. T. S.

395-SALT LAKE, SALT LAKE CITY UTAH, 2d & 4th Sun., 2 p. m., K. P. hall, 261 S. Main st.
G. L. Kurner, 50 So. 1st West... C.
E. C. McCulloch, 36 S. st... S.

396-LONGVIEW, LONGVIEW JCT. TEX., every Sun. 9:30 a. m., B. R. T. hall.
D. E. Curtis... C.
B. T. Stelson, box 411... S.

397-KENTON, COVINGTON, KY., 1st & 3d Sun., 9:30 a. m., K. P. hal. Pike st and Madison ave.
C. King, 101 W. 4th st... C.
Wm. S. Mead, 2020 Garrard st. S.

398-DEL RIO, DEL RIO, TEX., 1st & 3rd Wed. 2 p. m., Block's hall.
S. F. Cummings... C.
S. B. Buchanan... S.

399-LAREDO, LAREDO, TEX. every Mon., 9:30 a. m., K. of P. hall.
T. A. Bunn... C.
W. H. Dunn, Hamilton hotel... S.

400-WELDON SPRINGS, CLINTON, ILL., 1st & 3rd Sun., 2:30 p. m., B. L. P. hall.
J. A. Abrell, 412 n. Monroe... C.
J. J. Millan... S.

401-VETERAN, LEHIGHTON, PA., 2d & 4th Tues., 2 p. m., Reber's hall, So. 1st st.
James N. Miller... C.
W. E. Xander, lock box 294... S.
H. S. Pennell

402-MASSILLON, MASSILLON, O., 1st Mon., 7 p. m.; 3rd Sun., 1 p. m., Jr. O. U. A. M. hall.
C. A. Bates, 48 Edwin st... C.
J. F. Stamets 441 S. Erie st... S.

403-BANGOR, BANGOR, ME., 2d Sun., 2 p. m., 116 Main st.
James Lowe, 4 Elm Terrace Wat erville, Me... C.
E. W. Cook, 48 High st, Water- ville, Me... S.

404-SAN JOAQUIN, KERN CITY, CAL., 2d & 4th Fri., 8 p. m., K. of P. hall.
R. M. Warnock... C.
C. P. Badger, 707 K st... S.

405-MISSABE, PROCTOR, MINN., 1st & 3d Sun., 9 a. m., Village hall.
M. Counihan... C.
H. J. Barnard... S.

406-MONMOUTH, MONMOUTH, ILL., 2d & 4th Sun., 7:30 p. m., G. A. R. hall, N. Broadway.
W. H. Hewitt, 822 S. 2d st... C.
J. T. Darling, 314 So. B st... S.

407-ELK RIVER, CRANBROOK, B. C., 1st & 3d Sun., 2 p. m., Watts block.
Joe Jackson, Box 128... C.
H. C. Pettel, Acting... S.

408-EVANSTON, EVANSTON, WYO., 1st & 3d Thurs, 2 p. m., H. O. U. W. hall.
A. F. Ritter, 2685 Wall ave., Ogden, Utah... C.
H. J. Zipp, box 465... S.

409-TWENTIETH CENTURY, SALEM, ILL., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall.
W. B. Henderson, bx. 367... C.
A. W. Stanford, Bx. 377... S.

410-BELLE PLAINE, BELLE PLAINE, IA., 2d & 4th Mon., Red Men's hall, 9:30 a. m.
Vern Brown, lock bx. 700... C.
T. Orville... S.
L. P. Grady

411-PUEBLA, PUEBLA, MEXICO, every Wed., 8 p. m., 3a Benito Juarez No. 10.
R. G. Warner, National Hotel, C.
C. A. DeVany, Apartado 116... S.

412-SEQUOIA, FRESNO, CAL., every Sun. 7:30 p. m., over P. O.
E. R. Richey, 2326 Inyo st... C.
S. E. Henderson, 110 Thesta st. S.

413-BAY STATE, BOSTON, MASS., 2d Thurs., 1 p. m., 4th Sun., 10:30 a. m., B. L. E hall, 164 Canal st.
Chas. S. Measer, 17 Pearson ave., West Somerville, Mass... C.
R. E. Beal, 179 Broadway, Lawrence, Mass... S.

414-KALISPELL, WHITEFISH, MONT., 1st & 3d Sun., 3 p. m., O. R. C. hall.
E. A. Logan... C.
M. S. Hurley... S.
B. S. Robertson.

415-WLEBETKA, SAPULPA, I. T., every Fri., 2:30 p. m., K. P. hall.
G. E. Dornblaser... C.
B. M. Van Orman... S.

416-POTTSVILLE, POTTSVILLE, PA., 2d & 4th Sun., 1:30 p. m., Mountain City Building.
J. M. Fielding, 602 E. Arch st... C.
J. M. Matthews, 447 East Mar- ket st... S.

417-WOODSVILLE, WOODSVILLE, N. H., 1st S n., 12:30 p. m., Davison hall.
H. C. Gale... C.
E. B. Lane... S.

418-PRINCETON, PRINCETON INDIANA, 2d & 4th Sun., 9:30 a. m., Union hall.
R. C. Wilson, 608 S. Sem. st... C.
J. D. Ryan, 224 S. Seminary st. S.

419-SHREVEPORT, SHREVEPORT, LA. 2d & 4th (until Oct.) Sun., 2 p.m. K.P. hall
Boothe Paine, 1444 Allen ave. .C.
R. T. Layne 480 Allen ave. .S.

420-MOUNT RUNDLELL, STELLAR
TON, N. S., 1st Sun., 14 k.
Keith's hall.
G. A. McKayC.
M. McGillevy, box 209. .S.

421-PECOS VALLEY, AMARILLO,
Tex., 1st & 3d Sun. 2:30 p. m.
2d & 4th Thurs. 8:30 p. m.
Eakle hall.
G. H. Odell, 301 Lincoln st. .C.
O. R. Smith, 508 Grant st. .S.

422-CAPE CITY, CHAFFER, MO.
2d & 4th Sun., 2 p. m., O.
R. C. hall.
E. Sebastian, Cape Girardeau,
Mo.C.
E. H. Riggs, Cape Girardeau,
Mo.S.

423-DALHART, DALHART, TEX. 2d
& 4th Sun., 2:00 p.m. Coon hall.
R. H. McKeanC.
F. A. ErwinS.

424-DEEP WATER, GULFPORT,
Miss., 2d & 4th Sun., 10 a. m.
Masonic hall, 27th av.
L. M. Martin, 30th av.C.
E. Langworthy 1301 30th av. S.

425-TABLE ROCK, ROSEBURG,
OREGON, 1st and 3d Sun. 7:30
p. m., National Son's Hall.
L. J. SpeckC.
F. M. Parrish, box 401S.

426-ANTHRACITE, DUNMORE,
Pa., 2d & 4th Sun., 2 p. m.,
over depot.
Wm. E. Johnson, 3d & Dudley C.
W. E. Correll, 232 Cherry st. .S.

427-BOX BUTTE ALLIANCE, NEE
every Tues., 2 p. m., Odd Fel-
lows hall.
J. H. CantlinC.
T. R. RandallS.

428-MONCLOVA, MONCLOVA,
Mex., every Mon., 7:30 p. m.
O. R. C. hall.
C. W. DinamoreC.
N. A. Moore, box 18.S.

429-LOCK CITY, SAULT STE.
MARIE, MICH., 1st & 2d Sun.,
2 p. m., K. of C. hall.
F. E. Swift, 526 Elizabeth st. .C.
Jno. Hawkshaw Sault Ste Marie,
Ont. care A. C. Ry.S.

430-McLENNAN, MART, TEX., 2d
& 4th Sun. 3 p. m., K. P. hall.
W. J. Manning, box 501. . . .C.
C. M. McIntosh, box 212. .S.

431-GUILFORD, GREENSBORO, N.
C., 2d & 4th Sun., 2 p. m.,
K. P. hall.
W. S. Witherspoon, 729 Pear-
son st.C.
C. B. Guthrie, 411 E. Lee st. .S.

432-MONTERREY, MONTERREY, N.
L. Mex., every Mon., 2 p. m.
Sheppard's hall, Calle de Pueb-
la, No. 206.
Z. H. Jones, 7 Calle Reforma. C.
C. P. Bezanson, Hotel Roose-
velt.S.
Geo. Hall, 50 Salazar.

433-"AT LAST," PITCAIRN, PA.,
2d Thurs., 7:30 p. m., 4th Sun.,
1:30 p. m., Hoehl's hall.
Edw. Price, 7537 Roslyn st.,
Swissvale, Pa.C.
J. E. Holokan, Wall, Pa. . . .S.

434-GREENVILLE, GREENVILLE,
Tex., every Sun., 2:30 p. m.,
K. P. hall, Lee st.
E. F. Odell, 422 Wellington st. C.
S. M. KennedyS.

435-WEST BRANCH, CLEARFIELD,
PA., 2d & 4th Sun., 2 p. m., in
O. N. A. M. hall, Nichol &
River sts.
F. R. McKelvyC.
C. F. Wagner, 17 5th st. . . .S.

436-CHIHUAHUA, CHIHUAHUA
Shops, Mex., every Sun., 3 p.m.,
O. R. C. hall.
D. H. Anglin, box 2C.
E. D. Pasiris, box 2S.

437-TRUE BLUE, ELDON, IA., 2d
& 4th Sun., 2 p. m., K. P. hall.
G. W. PayneC.
I. ForrestS.

438-OSAGE, ELDON, MO., 1st & 3d
Sun., 2:00 p. m., Masonic hall.
W. M. CampbellC.
H. N. JohnstonS.
J. D. Holder.

439-BIO HORN, SHERIDAN, WYO.,
1st & 3d Fri., 8 p.m. K. P. hall.
D. H. Steere, 406 Gladstone st. C.
A. B. Briggs, box 76.S.

440-PACIFIC, SAN LUIS OBISPO,
CAL., 1st Sun., 2:30 p. m., 3d
Sun., 7 p. m., Elks' hall.
D. D. WamsleyC.
W. A. KeslerS.

441-MT. BLANCA, ALAMOSA, COL.
2d & 4th Sun., 8:00 p. m.,
Kinch hall.
P. L. EdmistenC.
Robt. GinnS.

442-N. D. SCOTT, WHEELING, W.
VA., 2d & 4th Sun., 8:00 p. m.
1515 Market st.
Orville Pithen, Gen. Delivery, C.
W. W. Baggs, Bridgeport, O. S.

443-BUTLER, DU BOIS, PA., 1st
Mon. & 3d Sun., 1:00 p. m.,
Hays' hall, Long ave.
Wm. Troan, 215 Morrison st. .C.
R. B. Reed, 110 3d st.S.

444-OLEAN, OLEAN, N. Y., 1st &
3d Sun., 7:30 p. m., Sheehan's
hall.
Peter Welch, 206 N. 6th st. .C.
E. A. Swarts, 6 4th st.S.

445-DELMAR, DELMAR, MARY-
LAND, 2d & 4th Sun., 1 p. m.
Masonic Hall.
A. S. Hurt, Delmar, Del. . . .C.
H. M. Waller, Delmar Del. .S.

446-ATLANTIC CITY, ATLANTIC
CITY, N. J., 2d & 4th Sun., 1:30
p. m., Mich. & Atlantic avs.
J. P. Thomas, 556 Perry av.,
Camden, N. J.C.
J. H. Lance, Hammonton, N. J. S.

447-CHARTIER'S VALLEY, CARNE-
GIOIS, PA. 1st Sun. 1:30 p.m. 3d
Wed., 6:00 p. m., Mason Bldg.
J. J. Daugherty, Sheridanville,
Pa.C.
F. R. Thomas, 111 Dickman st. S.

448-BRECKENRIDGE, BRECK-
ENRIDGE, MINN., 1st Sun. 10:30
a. m. 3d Sun. 2:30 p. m., K. P.
hall.
T. N. CrowderC.
W. A. O'KaneS.

449-HARRISBURG, HARRISBURG,
PA., 2d & 4th Sun., 1:30 p. m.,
Fackler's hall, 13th & Derry.
E. Richwine, 349 S. 14th st. .C.
J. W. Moyer, 1217 Mulberry st. S.
E. T. Rafferty, 436 Market st.

450-POTOMAC, ALEXANDRIA, VA.,
1st & 3d Sat., 8 p.m., Alixa
Nat'l Bank, King & Royal sts.
R. H. Sherman, Wellington, Va. C.
W. B. Smathers, 116 N. Colum-
bus st.S.

451-HAMLET, HAMLET, N. C., 1st
& 3d Sun. 2 p. m. B. L. E. hall.
G. B. Davis box 65.C.
G. B. Sondley, box 317. . . .S.

452-RAILSBACK, RICHMOND, IND.
2d Sun., 2:30 p. m., 4th Sun.,
7:30 p. m., Arcanum hall.
V. J. Meagan, 406 N. 9th st. .C.
M. D. Noland, 119 N. 16th st. .S.
O. E. Weaver, 206 N. 19th st.

453-ENDERLIN, ENDERLIN, N.D.,
1st & 3d Sun., 2 p. m.,
Masonic hall.
W. W. ShawC.
L. A. TrippS.

454-HUNTER, MARSHALL, TEX.,
1st & 3d Sun., 2 p.m. K.P. hall.
J. E. Powell, 401 Bolivar st. .C.
W. F. Thompson, 401 Wash-
ington st.S.
E. H. Neimeyer, 601 Boliver st.

455-FILLIYAW, FLORENCE, S. C.,
1st & 3d Sun., 8:30 p. m.,
Masonic Temple, Evans st.
Thos. H. Harlike, Jr., box 134. C.
L. C. Jones, box 123.S.

456-EVERETT, EVERETT, WASH.,
2d & 4th Sun. 8 p.m. I. O. O. F.
hall.
F. D. Niles, 2215 Lombard st. C.
Thos. F. O'Day, 2215 Lombard S.

457-GEORGIA, ATLANTA, GA.,
every Sun., 2 p.m., Kiser bldg.
W. A. Wooddall, Ft. Valley, Ga. C.
W. L. Akutt, 445 Luckie st. .S.

458-LAKELAND, LAKELAND, FLA.
every Sun. 10 a.m. Masonic hall
J. D. WadkinsC.
W. H. Page, box 291S.

459-MCKINLEY, CHAMPAIGN, ILL.,
2d & 4th Tues., 7:30 p. m.,
Engineers' hall, 26 N. Neil st.
E. G. Johnston, 636 S. Ran-
dolph st.C.
M. F. Cooper, 206 W. John st. S.

460-KOKANEE, NELSON, B. C.,
2d Sun., 14k, Fraternity hall.
T. C. Peck, Midway, B. C. . .C.
A. Halkett, box 216.S.
J. C. Bradshaw, box 628.

461-WHITEHALL, WHITEHALL,
N. Y., 2d & 4th Sun., 3 p. m.,
Pythian hall.
J. E. RhoadesC.
Geo. A. Hale, box 253. . . .S.
Ovid S. Benjamin.

462-ANTIGO, ANTIGO, WIS., 1st &
3d Sun., 10 a. m., Elks hall.
Edward ClearyC.
Geo. E. PorterS.

463-CALGARY, CALGARY, ALBER-
TA, 2d & 4th Sun. I. O. O. F. hall
J. R. Dalton, box 531.C.
A. D. FidlerS.

464-BRANDON, BRANDON, MAN.,
2d & 4th Sun. 14 o'clock.
Foresters' hall, Rosser ave.
Silas R. SmithC.
Thos. Brownlee, box 604. . .S.
C. R. Rupp.

465-E. SALAMANCA, SALAMANCA,
N. Y., 2d & 4th Sun., 2 p. m.,
Union hall, Main st.
J. J. KehoeC.
M. Griffin, 76 Foremen st.,
Bradford, Pa.S.

466-INGOT, HOUGHTON, MICH. 3d
Sun., 8 p. m., Hartman's hall.
C. E. AveryC.
H. M. SteffensS.

467-WABASH TERMINAL, CARNE-
GIO, PA., 3d Sun., 1:30 p. m.,
I. O. O. F. hall, Central time.
Leo Rice, Pittsburg, Pa. . . .C.
J. S. AikenS.

468-ENID, ENID, O. T., 1st & 3d Sun., 7:30 p. m., Masonic hall. B. M. Hansen, 1800 Maple st...C. W. P. Leslie, 1800 Munroe st...S. J. R. Clover, 1300 Broadway.

469-GARLAND CITY, WATERTOWN, N. Y., 2d & 4th Sat., 8 p. m., K. P. hall, Taggart blk. W. D. Carnes, 97 Franklin st. C. W. M. Raymond, 64 Stone st...S.

470-MISSION, LOS ANGELES, CAL. 1st Fri., 2 p. m., 3d Sat., 8 p. m., 517 S. Broadway, hall No. 4 G. M. Archibald, Gardena, Cal. C. F. Beach, 111 N. Anderson. S.

471-MONONGAHELA, PITTSBURG, PA., 2d Sun., 7:30 p. m., 4th Sun., 10:30 a. m., Weber's hall, 2720 Sarah st., S. S. P. C. McTague, 2807 Sarah st. C. W. R. Williams, North View & Oakley sts.S.

472-FAIRMONT, FAIRMONT W. VA., 1st Sun., 2:30 p. m., 3d Sun., 7:30 p. m., I. O. O. F. hall. P. H. Brumage, 408 Market st. C. W. E. Vannort, 220 Guffey st...S.

473-SHAWMUT, ST. MARY'S, PA., 2d & 4th Sun., 2 p. m., Hall's block. I. T. McAllister, 260 Market st. C. G. M. DeHass, 37 John st...S.

474-COPPER CITY, DOUGLAS, ARIZ. 1st & 3d Fri. 8 p. m., Masonic hall J. L. Sparks.C. W. H. Preston.S.

475-WHITE RIVER, COTTER ARK. 2d & 4th Sun., 2 p. m., Masonic hall. M. Lynch.C. D. E. Austin.S.

476-OKLAHOMA, OKLAHOMA C'Y, O. T., 2d & 4th Sun., 2 p. m., Eagle's hall, Main & Bdw. W. O. Salisbury, 20 E. 8th st...C. W. L. Hopkins, Saratoga hotel S.

477-VIRGINIA, CHARLOTTESVILLE, VA., 2nd & 4th Sat. 7:30 p. m., Odd Fellows' hall, Main st. R. L. Mustoe.C. E. W. Childress.C. F. W. Spicer, 427 N. 1st st.S.

478-MILFAN, TONOPAH, NEV., 1st & 3d Sun., 8 p. m., Miners' Union hall, Main st. W. A. Cheek.C. W. E. Paul, box 742.S.

479-MILAN, MILAN, MO., 2d & 4th Sun., 2:30 p. m., K. P. hall. G. W. Steward, box 168.C. H. H. Tittle, box 204.S.

480-PINEY WOODS, SILVER, TEX. 1st & 3d Sun., 2:30 p. m., K. P. hall. John V. Russ.C. W. J. McGrew.S.

481-TEKOA, TEKOA, WASH., every Sun. 7:30 p. m. Masonic hall J. A. Chidester, box 74.C. T. D. Lake.S.

482-CEDAR VALLEY, CEDAR-TOWN, GA., 1st Mon. 8 p. m. 3d Sun. 2 p. m. O. R. C. hall. C. B. Chapman.C. T. F. Thompson, box 275.S.

483-MINOT, MINOT, N. D., 2nd & 4th Sun., 2:30 p. m. O. R. C. hall, Main st. F. H. Hayes.C. A. L. Hopkins.S.

484-COLONEL LULL, CHAMBERSBURG, PA., 1st & 3d Sun., 3 p. m., Knights Golden Eagle hall, John Bets, 217 Broad st.C. W. L. Dornberger, 559 Broad. S.

485-ETOWAH, ETOWAH, TENN., every Sun., 2 p. m., O. R. C. hall. I. A. Broome, 383 Auburn av., Atlanta, Ga.S. O. W. Speer, 377 Glenwood av., Atlanta, Ga.S.

486-BOURBON, PARIS, KY., 1st & 3rd Sun., 9:30 a. m. J. W. Throckmorton, 155 Woodland ave. Lexington, Ky.C. H. B. Arnold, 248 Winchester st. F. P. Webb.

487-MT. STEPHEN, REVELSTOCK, B. C. 2d Sun. 14:30, Selkirk hall E. S. Bongard.C. J. J. Porter.S.

488-WILLIAMSPORT, WILLIAMSPORT, PA., 2nd & 4th Sun., 2 p. m., S. of V. hall. Wm. L. Eisele, 227 N. 4th st., Newberry, Pa.C. J. F. Capps, 2113 Linn st., Newberry, Pa.S.

489-RIVIERE DU LOUP, RIVIERE DU LOUP, QUEBEC, 1st & 3d Sun. 7 p. m. B. L. E. hall. A. Arcand.C. F. E. King, box 37.S.

490-PAYONIA, JERSEY CITY, N. J. 1st Wed. & 3d Sun., 2 p. m., Union hall, 4th & Grove sts. C. L. Boughner, box 166 Suffern, N. J.C. J. P. Person, 494 Grove st...S.

491-WESTON, WESTON, W. VA., 1st & 3d Sun. 1 p. m. I. O. O. F. hall. J. W. Twyman, 215 No. 7th st. Clarksburg, W. Va.C. W. P. Miles, box 318.S.

492-CANASTOTA, PALMERSTON, ONT., 2d Sun. 2 p. m. A. O. U. W. hall, Main st. F. N. P. Kee.C. P. W. Cordingly.S.

493-MT. UNION, PRESCOTT, ARIZ. 2d and 4th Sun. 8 p. m., I. O. O. F. hall, Goodwin st. F. L. Burgett, 219 No. Mar-rius st.C. W. L. Fox, lock box 198.S.

494-WINDSOR, WINDSOR, ON-TARIO, 2d and 4th Sun. 2:30 p. m. Fleming Bk. Salem F. Smith.C. G. Jackson, 114 Goyeau st. S.

495-BATTLESPORD, NORTH BAT-TLEFORD, SASKATCHEWAN, 2d and 4th Sun. Cameron's hall 14 p. m. J. S. Dalsen.C. H. Cameron.S.

496-WAPELLO, OTTUMWA, IA., 2d Sun. 4th Mon. 7:30 p. m. B. L. F. Hall. F. H. Hahn, 224 N. McLean. C. F. C. Bell, 401 N. Clay st.S.

497-QUEENS POINT, KEYSER, W. VA., 1st & 3d Sun. 1:30 p. m., Eagle hall. J. J. Burke.C. R. F. Pell, box 571.S.

498-HILLYARD, HILLYARD, WASH., 2d and 4th Sun. 10 a. m. I. O. O. F. hall. Chris Nelson.C. C. L. Howard.S.

499-OUACHITA VALLEY, MONROE, LA., 2d & 4th Sun. 2 p. m. F. B. Johnson, Alexandria, La. C. F. J. Bailey, 1153 Gould av. Alexandria, La.S. E. E. Young, Alexandria, La.

500-NEW LONDON, NEW LONDON, CONN., 2d & 4th Sun., 2 p. m. Mohegan hall. P. W. Newell, 9 Steward st.C. G. L. Spafford, 73 Mountain ave.S.

501-MURPHYSBORO, ILL., 2nd Sun., 2 p. m., 4th Sun., 7:30 p. m., A. O. U. W. hall S. 10th st. R. E. Corley, 2012 9th st.C. W. J. Howell, 1605 Logan st...S.

502-WHEELER, ELKINS, W. VA., 1st Sat. 8:30 p. m., 3 Sun. 1 p. m. A. H. Glenn.C. B. F. Knaggs, 208 Buffalo st. S. J. O. Summers.

504-MONROE, MONROE, N. C., 2d & 4th Sun., 2:30 p. m., Masonic hall. S. H. Green.C. D. L. Dearing.S.

505-HAZLETON, HAZLETON, PA., 1st & 3rd Sun., 2 p. m. Union hall, N. Wyo. st. D. M. Kleckner, Delano, Pa.C. Geo. L. Winters, 430 E. Walnut st.S.

506-FITZGERALD, FITZGERALD, GA., 1st & 3rd Sun., I. O. O. F. hall. J. S. Morris.C. M. H. Bronson, 507 W. Jessi-mine st.S.

508-HAMMOND, HAMMOND, IND., 2d & 4th Sun. 2 p. m., Weiss hall. H. W. Looby, 203 State Line. C. J. C. Collins, 645 Summer st...S.

General Adjustment Committee Organizations.

C, Chairman

S, Secretary

**ALGOMA CENT. & HUDSON
BAY R. R.**
J. Findley, Sault Ste Marie
Ont.....C
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ANN ARBOR R. R.
G. H. Greenaway, Box 62, So.
Frankfort, Mich.....C
W. T. Hoy, Durand, Mich.....S

A. T. & S. F. COAST LINES
C. F. Rensch, 302 9th st., San
Bernardino, Cal.....C
M. H. Cooley, Needles, Cal.....S

A. T. & S. F. SYSTEM.
W. W. Hutton, Box 112, To-
peka, Kan.....C
J. M. Harrison, San Marcial,
N. M.....S

**ATLANTA & WEST POINT
R. R.**
J. W. Harrison, East Point, Ga.C

**ATLANTA, BIRMINGHAM &
ATLANTIC R. R.**
W. P. Vaughn, Fitzgerald, Ga..C
O. J. McCrary, Fitzgerald, Ga..S

ATLANTIC COAST LINE R. R.
W. M. Lewis, 102 Herron st.,
Montgomery, Ala.....C
C. E. McCulloch, Wilmington,
N. C.....S

BALTIMORE & OHIO R. R.
W. J. Burke, Farmers Bank
Bldg., 11th floor, Pittsburg,
Pa.....C
T. C. Hogan, 1915 Spring st.,
Parkersburg, W. Va.....S

**BALTIMORE & OHIO SOUTH-
WESTERN R. R.**
J. T. DeFrates, 4038 Flad ave.,
St. Louis, Mo.....C
Chas. Ireland, Box 132, Beards-
town, Ill.....S

**BANGOR & AROOSTOOK
R. R.**
W. E. Craig, Houlton, Maine..C
W. W. Worth, Brownsville Me.S

**BESSEMER & LAKE ERIE
R. R.**
Jno. McKinley, Butler, Pa.....C
E. L. Hewitt, 506 Walnut st.,
Erie, Pa.....S

BIG FOUR SYSTEM
G. W. Hardesty, 942 Fletcher
ave, Indianapolis, Ind.....C
P. A. Powell, 23 Farlow st.,
Springfield, Ohio.....S

BOSTON & ALBANY R. R.
G. A. Merrill, So. Framing-
ham, Mass.....C
A. W. Edmonds, 13 Alden st.,
Allston, Mass.....L

BOSTON & MAINE R. R.
P. B. Sears, care Union Sta-
tion, Portland, Maine.....C
W. S. Shaw, 173 Pearl st.,
Portland, Maine.....S

**BOSTON, REVERE BEACH &
LYNN R. R.**
F. N. Belcher, Winthrop st.,
Winthrop, Mass.....C
J. R. Whittington, 29 Ashley
ave., East Boston, Mass.....S

**BUFFALO & SUSQUEHAN-
NA RY.**
W. C. Stryker, Galetton, Pa....C
C. H. Jacobs, Galetton, Pa....S

**BUFFALO, BRADFORD &
KANE R. R.**
W. T. Bogart, 48 Jeff st., Brad-
ford, Pa.....C
D. L. Barr, 17 Bishop st.,
Bradford, Pa.....S

**BUFFALO, ROCHESTER &
PITTSBURG RY.**
Wm. Troan, 102 Spring st.,
DuBois, Pa.....C
A. J. Harrington, Box 318,
Lincoln Park, N. Y.....S

BURLINGTON SYSTEM.
O. N. Marshall, 143 W. South,
Galesburg, Ill.....C
J. B. Tanney, 1014 G st., Lin-
coln, Neb.....S

**CALIFORNIA NORTHWEST-
ERN RY.**
J. K. Smith, 428 8th st., Santa
Rosa, Cal.....C
J. M. Johnson, Ignacia, Cal....S

CANADIAN NORTHERN RY.
H. E. Barker, 511 Gertrude
ave., Winnipeg, Man.....C
H. Cameron, North Battleford,
Sask.....S

CANADIAN PACIFIC RY..
W. G. Chester, 132 Smith st.,
Winnipeg, Man.....C
W. C. Risteen, 140 Alfred st.,
Winnipeg, Man.....S

**CENTRAL NEW ENGLAND
RY.**
D. O'Hearn, Canaan, Conn....C
C. E. Hinman, 64 Belden st.,
Hartford, Conn.....S

CENTRAL OF GEORGIA RY.
C. R. Richards, 209 Hall st. W.,
Savannah, Ga.....C
G. L. Agee, 1514 3rd st. Ma-
con, Ga.....S

**CENTRAL R. R. OF NEW
JERSEY**
L. P. Titus, 165 W. 80th st.,
New York City, N. Y.....C
W. H. Hubble, 537 Adams ave.,
Scranton, Pa.....S

CENTRAL VERMONT RY.
E. N. Hayes, 143 Crystal ave.,
New London, Conn.....C
R. F. Wheeler, Brattleboro, Vt..S

**CHARLESTON & WESTERN
CAROLINA RY.**
T. H. Burns, 528 Ellis st.,
Augusta, Ga.....C
G. W. Marshall, 405 Walker st.,
Augusta, Ga.....S

CHESAPEAKE & OHIO RY.
W. T. Crawford, C. & O. Ry.,
Huntington, W. Va.....C
W. H. Lewis, Clifton Forge, Va. S

CHICAGO & ALTON R. R.
E. B. Watson, 5126 Page
ave., St. Louis, Mo.....C
J. W. Hamilton, Slater, Mo....S

**CHICAGO & EASTERN ILLI-
NOIS R. R.**
R. L. McLemore, Windsor
Hotel, Rossville, Ill.....C
F. C. Hurst, 423 S. East ave.,
Oak Park, Ill.....S

**CHICAGO & NORTH-WEST-
ERN RY.**
J. B. Carlin, Wakefield, Mich...C
W. B. Parkin, 918 5th st.,
Boone, Iowa.....S

**CHICAGO, CINCINNATI &
LOUISVILLE R. R.**
D. E. Shea, 512 W. 2nd st.,
Peru, Ind.....C
E. E. Smith, 557 W. Main st.,
Peru, Ind.....S

**CHICAGO, GREAT WESTERN
RY.**
A. H. Clark, 3726 Cottage
Grove ave., Chicago, Ill....C
S. Lee, 1316 Woodland ave.,
Des Moines, Ia.....S

**CHICAGO, INDIANA &
SOUTHERN R. R.**
F. L. Howard, 274 5th ave.,
Kankakee, Ill.....C
F. Grundler, 110 Station st.,
Kankakee, Ill.....S

**CHICAGO, LAKE SHORE &
EASTERN RY.**
H. H. Molyneux, 9126 Ontar-
io ave., Chicago, Ill.....C

**CHICAGO, MILWAUKEE &
ST. PAUL RY.**
W. J. Durbin, 3326 Cedar st.,
Milwaukee, Wis.....C
Jerry Mullen, 405 Washington
ave., Madison, Wis.....S

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Springfield, Ill.....S

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APOLIS & OMAHA R. R.**
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St. Paul, Minn.....C
C. D. Hopkins, 903 Court st.,
Sioux City, Iowa.....S

CHIHUAHUA & PACIFIC R.R.
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Ry., San Luis Potosi, Mex...C
A. L. Shriner, Apartado 152
Chihuahua, Mex.....S

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DAYTON RY.**
P. J. Sweeney, 28 Best st.,
Dayton, Ohio.....C
H. S. Beard, Hume, Ill.....S

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W. E. Miller, Milo, Ohio.....C

COAL & COKE RY.
J. H. Wills, 912 Morris St.,
Charleston, W. Va.....C
J. Y. Sturgeon, 463 Young st.,
Charleston, W. Va.....S

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Trinidad, Colo.....C
G. W. Goff, Box 574, Cheyenne,
Wyo.....S

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Leadville, Colo. C
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Colorado Springs, Col. S

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PLE CREEK DISTRICT RY.**
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Wm. Craig, 1820 Colo. ave.,
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Houghton, Mich. C
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st., Chambersburg, Pa. C

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Col. C
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No. 17, Denver, Colo. S

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st., Denver, Colo. S

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Springfield, O. C

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Col. C
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Fort Worth, Tex. C
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Pres., Mrs. J. H. MOORE, 423 Langdon st., Toledo, O.; Sec'y, Mrs. W. N. DRAKE, 110 Harvard st., Dedham, Mass. Directors: Mrs. J. E. HUTCHINSON, 149 South Eleventh St., Mt. Vernon, N. Y.; Mrs. P. C. CALLAHAN, 370 N. Royal st., Jackson Tenn.; Mrs. W. S. GAAR, 41 Columbia ave., Atlanta, Ga.

1-BETHLEHEM, CLEVELAND, O., 2d & 4th Thurs., 1 p. m., O. R. C. hall, Pythian Temple. Mrs. S. L. McCutchin, 101 Eddy Road, Cleveland, O. P. Mrs. E. W. Marriott, 1445 E. 88th st. S.	10-FRIENDSHIP, SCRANTON, PA., 2d & 4th Thurs., 2 p. m., over Erie & Wyoming depot, Dun- more, Pa. Mrs. Mary Miller, 116 Green Ridge st. P. Mrs. S. J. Finnerty, 1610 Web- ster ave., Dunmore, Pa. S.	22-LOYALTY, MASON CITY, IA., 2d & 4th Wed., 2 p. m., O. R. C. hall. Mrs. Hattie Stewart, Sherman P. Mrs. Maggie Wiley, 307½ N. Main st. S.
2-SURPRISE, DANVILLE, ILL., 1st Wed., 2:30 p. m., I. O. O. F. hall, N. Vermillion st. Mrs. Anna Sanderson, 723 N. Franklin st. P. Mrs. Fannie Church, 913 N. Walnut st. S.	11-ST. LOUIS, ST. LOUIS, MO., 1st & 3d Wed., 2:00 p. m., An- chor hall, Jefferson & Park. Mrs. G. F. Coleman, 4215 Rus- sell ave. P. Mrs. S. Ryan, 4755 Cote Bri- lliant ave. S.	23-DENVER, DENVER, COLO., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall, 1543 Champa st. Mrs. B. F. Baldwin, 1812 Washington ave. P. Mrs. Frank Spaulding, 3430 Wit- ter st. S.
3-CAPITAL CITY, COLUMBUS, O., 1st & 3d Thurs., 2:30 p. m., K. P. hall cor 3d & Main. Mrs. D. C. Condon, 679 Den- nison ave. P. Mrs. E. Higgins, 1339 S. High S.	12-AUTUMN LEAF, BELLEVUE, O., 2d & 4th Wed., 2:00 p. m., B. L. E. hall, Kilbourne st. Mrs. Nellie Zigler, 128 E. Main st. P. Mrs. Daisey Horton, 521 E. Main st. S.	24-ENDEAVOR, DERRY, PA., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall. Mrs. Minnie Forsha P. Mrs. Mary Shaffer P.
4-ANDREWS, ELKHART, IND., 2d Thurs., 2:00 p. m., McCan hall, Main st. Mrs. Emma Darling, 401 Ves- tula st. P. Mrs. Marion Shortley, 215 Washington st. S.	13-DESOTO, DESOTO, MO., 2d & 4th Wed., 2 p. m., Jefferson hall. Mrs. W. V. Carson P. Mrs. H. M. True, box 616. S.	25-MYRTLE, CHICAGO, O., 1st & 3d Tues., 2:00 p. m., B. R. T hall. Mrs. D. T. Lloyd, box 413. P. Mrs. E. M. Forbes S.
5-ERICKSON, PHILADELPHIA, PA., 2d & 4th Wed., 2:30 p. m., Dental hall, 13th & Arch sts. Mrs. S. Horner, 4021 York Rd. P. Mrs. B. P. Wiltsie, 3257 Wood- land ave. S.	14-ENTERPRISE, OTTUMWA, IA., 2d & 4th Wed., 2 p. m., O. R. C. hall, Main & Market sts. Mrs. F. W. Jones, 113 N. Cherry P. Mrs. C. H. Jandrews, 123 Mor- rell st. S.	26-AURA, COLLINWOOD, O., 1st & 3d Thurs., I. O. O. F. hall. Mrs. Geo. Nolan, 50 St. Clair st. P. Mrs. W. H. Moulton S.
6-BANNER, TOLEDO, OHIO, 1st & 3d Fri., 2:30 p. m., Pyth- ian Temple, Jefferson & On- tario sts. Mrs. Ida Hoover, 901 W. Wood- ruff ave. P. Mrs. Millie Myers, Korea Flat No. 1 S.	15-GALESSBURG, GALESBURG, ILL., 2d & 4th Wed., 2:30 p. m. K. P. hall, South Cherry st. S. Mrs. G. E. Tracey, 341 N. Cham- bers st. S. Mrs. C. M. Hill, 389 S. Acade- my st. S.	27-LIMA, LIMA, O., 2d & 4th Thurs., 2 p. m., Mitchell hall, N. E. cor. Public Square. Mrs. M. H. Lynch, 612 S. Main P. Mrs. R. W. Peck, 644 S. Elisa- beth st. S.
7-NEWARK, NEWARK, OHIO, 2d & 4th Fri., 2:30 p. m., O. R. C. hall, 173 S. Side Public sq. Mrs. W. C. Smith, 27 Buena Vista st. P. Mrs. Clare Measner, 103 S. 1st S.	16-ERIE, HUNTINGTON, IND., 1st & 3d Wed., 2 p. m., O. R. C. hall. Mrs. E. Conarty, 21 Lepold st. P. Mrs. W. S. Garr, 195 E. State. S.	28-TURNER, DENISON, TEX., 1st & 3d Thurs., 2:30 p. m. O. R. C. hall. Mrs. J. W. Glenn, 721 N. Houston ave. P. Mrs. J. W. Sale, 800 Main st. S.
8-EASTERN STAR, SUNBURY, PA., 2d & 4th Wed., 2 p. m., Guy- er's hall. Mrs. Sara Conrad, 333 Race st. P. Mrs. Mary Prettyleaf, 228 Pine S.	17-BENEVOLENT, ST. JOSEPH, MO. 2nd & 4th Fri., 2 p. m., I. O. O. F. Auditorium. Mrs. Cora D. Kerner, 315 Market P. Mrs. Mattie M. Wright, 1406 S. 11th st. S.	29-OLIVE BROS., McCOMB, MISS. 2d & 4th Thurs., 3 p. m. Mrs. R. E. McInturff. P. Mrs. Inez Shafer S.
9-ROBT. PITCAIRN, PITTSBURG, PA., 2d & 4th Thurs., 2 p. m., 204 6th ave. Mrs. Fred Murphy, Walls Sta., Pa. P. Mrs. J. A. Reinhart, 201 Midlin ave., Wilkinsburg, Pa. S.	18-MAINE, CHILLICOTHE, O., 2d & 4th Thurs., O. R. C. hall. Mrs. E. R. Brewster, Hirm st. P. Mrs. Bertha Williams, 742 E. Main st. S.	30-PROSPECT, GARRETT, IND. Meets 2d & 4th Wed., 7:30 p. m. Red Men's hall. Mrs. O. H. Betts P. Mrs. Etta Bell, Walsh st. S.
	19-LINCOLN, DES MOINES, IA., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. hall, 6th and Locust st. Mrs. C. Keating, 6th & Crock- er sts. P. Mrs. Inis Evans, 733 E. Locust S.	31-CHEYENNE, CHEYENNE, WYO. 1st & 3d Tues., 2:30 p. m., I. O. O. F. Hall, Eddy st. Mrs. D. M. Carley, 2409 Eddy P. Mrs. J. J. Fitzgerald, 711 E. 18th. S.
		35-MT. TACOMA, TACOMA, WASH. 2d & 4th Tues., 2 p. m. Odd Fellows hall, 7th & Pacific av. Mrs. J. R. Calkins, 1144 South "B" st. P. Mrs. Annie Page, 1914 South S. Tacoma av. S.

86-ALBANY, ALBANY, N. Y.
 Alternate Thurs., 2:30 p. m.,
 Chancellor hall, 67 S. Pearl.
 Mrs. W. J. Randall, 1122 First P.
 Mrs. J. P. Kilmer, 1447 Broad-
 way, Renaissance, N. Y. S.
87-COLUMBIA, CEDAR RAPIDS, IA.
 1st & 3d Thurs., Canfield hall,
 2d ave.
 Mrs. W. R. Bradley, 511½ 1st
 ave. E. P.
 Mrs. J. Nauholz, 716 4th ave. S.
38-GLORIA, OTTUMWA, IA., 1st
 & 3d Wed., Firemen's hall, w.
 Main St.
 Mrs. F. M. Howard, 562 w.
 4th st. P.
 Mrs. F. C. Bell, 401 n. Clay st. S.
39-IDEAL, JACKSON, TENN., 2d
 & 4th Tues., 3 p. m., Elks hall.
 Mrs. Robert T. Phillips, 429 E.
 Chester st. P.
 Mrs. F. C. Callahan, 370 N.
 Royal st. S.
40-COLUMBIAN, BUFFALO, N. Y.,
 1st & 3d Thurs., 2:30 p. m.,
 E. Side Temple, Williams st.
 Mrs. R. C. Stance, 132 Walter st. P.
 Mrs. E. B. Matteson, 22 Wasson S.
41-ARKANSAS VALLEY, PUEBLO,
COLO., 2d & 4th Tues. 2 p. m.,
 Amherst hall, cor. 2d & Main
 Mrs. T. P. Moyer, 19 blk. "M" P.
 Mrs. Mayme E. Kelly, 514 W. 5th S.
42-BRIDGE CITY, LOGANSPORT,
IND., 2d & 4th Wed., 2:30 p.
 m., Ben Hur hall.
 Mrs. Jessie Murphy, 1630 High P.
 Mrs. Lillian Parks, 1830 Mar-
 ket st. S.
43-GOLDEN ROD, ATLANTA, GA.,
 2d & 4th Wed., 2:30 p. m., K. P.
 hall, cor. Pryor and Hunter sts
 Mrs. J. G. Garwood, 191 S.
 Pryor st. P.
 Mrs. D. S. Walraven, 184 W.
 North ave. S.
44-DETROIT, DETROIT, MICH., 1st
 & 3d Thurs., 2 p. m., Bamlet
 hall, Grand River & Griswold.
 Mrs. J. N. Lovell, box 402,
 Winslow, Ont. P.
 Mrs. I. N. Padgett, 429 15th S.
45-RAPID TRANSIT, GRAND RAPIDS,
MICH., 2d & 4th Thurs.,
 2:30 p. m., Majestic hall, N.
 Park st.
 Mrs. Carrie Westover, 79 1st av P.
 Mrs. W. O. Bruner, 14 Pleasant S.
46-MARYLAND, CUMBERLAND,
MD., 1st & 3d Thurs., I. O. O.
 F. hall.
 Mrs. J. W. Pennington, 25
 Virginia ave. P.
 Mrs. Char. Schmutz, 85 High-
 land st. S.
47-KEYSTONE, HARRISBURG, PA.
 1st & 3rd Wed., 2 p. m., Mauks
 hall, 6th & Keller sts.
 Mrs. E. E. Dare, 1941 N. 4th st. P.
 Mrs. Mary Bair, 2118 n. 6th. S.
48-DIXIE, CHATTANOOGA, TENN.
 1st & 3d Thurs., 2:30 p. m., K.
 P. hall, 9th & Ga. ave.
 Mrs. R. B. Stalker, box 145 Ross-
 ville, Walker Co., Ga. P.
 Mrs. P. Gorman, 524 Douglas st. S.
49-PROSPERITY, EAGLE GROVE,
IA., 1st & 3d Thurs., 2:30 p.
 m., Masonic hall.
 Mrs. Geo. Trainor. P.
 Mrs. W. R. Hammond, bx. 835 S.
50-DELAWARE, WILMINGTON,
DEL., 2d Thurs., 3:00 p. m., Ma-
 sonic hall, 8th & Market sts.
 Mrs. E. M. McCarroll, 708 Lom-
 bard. P.
 Mrs. O. E. Wellman, 1314
 S. 51st st., Philadelphia, Pa. S.

51-KEKIONGA, FT. WAYNE, IND.,
 1st & 3d Thurs., 2 p. m., 106
 Calhoun st., O. R. C. hall.
 Mrs. C. T. Matott, 1305 Horace P.
 Mrs. W. H. Grout, 2611 Cal-
 houn st. S.
52-LVY LEAF, PORT JERVIS, N. Y.,
 2d & 4th Thurs., 3:00 p. m.,
 Mondon hall, Pike st.
 Mrs. Chas. Carley, 6 Brooklyn P.
 Mrs. Wm Luckey, 158 W. Main S.
55-MAGNOLIA, AUGUSTA, GA., 2d
 & 4th Tues., 3 p. m., Redmen's
 hall.
 Mrs. W. W. McDowell, 440 Cal-
 houn st. P.
 Mrs. Thos. Kitchens, 437 Cal-
 houn st. S.
56-IRON EMPRESS, ESCANABA,
MICH., 2d & 4th Wed., I. O. O.
 F. hall.
 Mrs. Elnora Wood, 117 Tilden
 ave. P.
 Mrs. Francis Valentine, 308 S.
 Charlotte st. S.
57-HAZEL, HAZELWOOD PA., 1st
 & 3rd Wed., 2 p. m., Trust hall.
 Mrs. E. E. Ashbaugh, 66 Cust.
 st., Pittsburg, Pa. P.
 Mrs. P. J. Connors, 5252 2d
 ave., Pittsburg, Pa. S.
59-MASCOT, BOSTON, MASS., 2d
 Wed., 1:30 p. m., Engineers
 hall, 164 Canal st.
 Mrs. G. E. Marston, 240 River-
 side av. P.
 Mrs. C. P. Wherren, 55 Morton
 st., Waltham, Mass. S.
60-JOS. YORK, MEADVILLE, PA.,
 2d & 4th Wed., 2:30 p. m., I. O.
 O. F. hall, Center st.
 Mrs. Sara Hendry, Pine st. P.
 Mrs. Wm. Rhodes, 320 Davis st. S.
61-CHARITY, SIOUX CITY, IA.,
 2d & 4th Fri., 2:30 p. m., 5th
 & Douglas st.
 Mrs. F. J. Hoydar, 1130 22nd. P.
 Mrs. W. F. Reinsh, 1118 15th S.
65-AFTERYOU, FOND DU LAC,
WIS., 1st & 3d Fri., 2:30 p.
 m., G. A. R. hall.
 Mrs. C. H. Besan, 406 Wiscon-
 sin ave. P.
 Mrs. C. C. Hall, 153 Cherry st. S.
66-JUANITA, BLOOMINGTON, ILL.,
 2d & 4th Thurs., 2:30 p. m.,
 Jacoby hall, N. Main st.
 Mrs. Ida Partridge, 502 W. Lo-
 cust st. P.
 Mrs. A. Reich, 204 W. Graham
 st. S.
67-PINE CONE, PORTLAND, ME.,
 2d Fri., 2:00 p. m., Rossini hall.
 Mrs. D. J. Murphey, 178 Stev-
 ens ave. P.
 Mrs. E. I. Lowe, 7 Cherry st. S.
68-FOOTE, KANSAS CITY, MO.,
 1st & 3d Thurs., 2:00 p. m., Ar-
 lington hall.
 Mrs. C. W. Fletcher, 17 N. 15th
 st., Kansas City, Kan. P.
 Mrs. J. M. Patten, 104 West-
 port ave. S.
70-NONPAREIL, CLINTON, IA., 2d
 & 4th Wed., 2:30 p. m., K. P.
 hall, 2d st.
 Mrs. J. B. Hall, 225 6th av. P.
 Mrs. G. Morrison, 626 Stock-
 holm st. S.
73-HAND IN HAND, BOONE, IA.,
 1st & 3d Tues., 2:30 p. m., K.
 P. hall.
 Mrs. D. W. Whitehead, 328 Mo-
 noma st. P.
 Mrs. D. Patrick. P.

75-TRI-CITY, ROCK ISLAND ILL.,
 1st & 3d Thurs., 2:30 p. m.,
 B. L. B. hall, 5th av. & 30th st.
 Mrs. A. B. Curtis, 43 st & 7th av P.
 Mrs. C. Hibbard, 2730 7th ave. S.
76-ORTIZ, RATON, N. M., 1st &
 3d Wed., 2:30 p. m., Mendel-
 sohn hall.
 Mrs. Mary Coleman, 800 s. 1st
 st. P.
 Mrs. Mayme Hansbro, 728 s.
 2d st. S.
77-POTOMAC, MARTINSBURG, W.
VA., 1st & 3d Mon., 2 p. m.,
 I. O. O. F. hall.
 Mrs. A. Burkhardt, 201 e. John st.
 Mrs. E. C. Caskey, 635 e. 2d st. S.
78-FIRST CANADIAN, TORONTO,
CAN., 2d & 4th Thurs., 2:30 p.
 m., Occident hall.
 Mrs. J. Deavitt, 399 Palmer-
 ton ave. P.
 Mrs. Agnes Morrison, 64 Brock S.
79-GENESSEE, ROCHESTER, N. Y.,
 1st and 3d Wed., 3 p. m.,
 Damascus hall.
 Mrs. J. D. Shultz, 206 Eden-
 burgh st. P.
 Mrs. Eva M. Connor, 29 Vick
 Park "A" S.
80-EMPIRE, ELMIRA, N. Y., 2d &
 4th Fri., 3:00 p. m., Odd
 Fellows Temple, W. Water st.
 Mrs. H. Baker, Lower Maple P.
 Mrs. J. L. Durfey, 412 Pleasant S.
81-MONUMENTAL, B. A. L. T. I.
MORE, MD., 1st & 3d Thurs.,
 Wurtsburger's hall.
 Mrs. C. Shipley, 238 n. Carey P.
 Mrs. L. H. Bender, 1729 North
 Montford Ave. S.
82-
83-STAR OF UTAH, OGDEN, UTAH,
 1st & 3d Thurs., 2 p. m., K. P.
 hall.
 Mrs. Fanny King, 314 23d st. P.
 Mrs. Lula Campbell, Opera
 House blk. S.
84-ANGEL CITY, LOS ANGELES,
CAL., 1st & 3rd Sat. evening,
 I. O. O. F. hall, 230 S. Main st.
 Mrs. C. M. Hitchens, 1718
 Penn av. P.
 Mrs. J. W. Patten, 437 W. 9th S.
85-SUNFLOWER, P. A. R. S. O. N. S.
KAN., 1st & 3d Thurs., 2:30 p.
 m., A. O. U. W. No. 1 hall.
 Mrs. Rebecca Jones, 212 a. 16th P.
 Mrs. Jennie Hudson, 1824 Craw-
 ford ave. P.
 Mrs. Olive Walls, 1613 Belmont S.
86-CORRESPOND, LINCOLN, NEB.
 2d & 4th Thurs., 2:30 p. m.,
 Walsh Hall, 141 S. 14th st.
 Mrs. J. H. Chandler, 1924 "L" P.
 Mrs. C. H. Holtz, R. R. No. 6. S.
87-HOUSTON, HOUSTON, TEX.,
 1st & 3d Wed., 2:30 p. m., Red
 Men's hall, 305½ Main st.
 Mrs. M. E. Ferguson, cor. Buf-
 falo & German sts. P.
 Mrs. W. Munger, 923 Eighth st. S.
88-LAKEMONT, ALTOONA, PA.,
 1st & 3d Thurs., 2 p. m.,
 1321 11th ave.
 Mrs. Angie McCormick, 819
 1st ave. P.
 Mrs. Mary Vance, 1309 11th n. S.
90-ORANGE, JACKSON, MICH.,
 1st & 3d Wed., 2:30 p. m., Webb
 blk., Jackson st.
 Mrs. Jennie Turrell, 613 Cot-
 tage av. P.
 Mrs. Clara McCain, 312 w. Na-
 son st. S.

91-ORRAGON, PORTLAND, ORE.
2d & 4th Tues., 2:30 p.m. K. P.
hall, cor. 11th & Alder sts.
Mrs. Frank Weidner, 835
Cleveland ave. P.
Mrs. Abbie L. Crocker, 985
Front st. S.

92-VILAS, VILAS, PA. 2d & 4th
Fri., 2 p. m., I. O. O. F. hall.
Mrs. Ida Kissel P.
Mrs. Anna Stutsman, box 75. S.

93-MERRIMACK, CONCORD, N. H.
1st Tues. 10:30 a. m.
W. E. Marston, Blake st. S
Mrs. H. B. Eaton, 24 Thomp-
son st. S

94-ERIE, ERIE, PA. 1st & 3d
Thurs. 2:30 p. m., Engineers'
Hall, 1220 State st.
Mrs. Alice Comerford, 665 W.
17th st. P
Mrs. Margaret Ruhling 660 E.
19th st. S

95-ARABUTUS, EAST SYRACUSE,
N. Y., 2d & 4th Tues., 2:30 p.
m., Masonic hall, Perry block.
Mrs. C. Hughes, Center st. P.
Mrs. B. Hilleges, Yates st. S

96-OLIVE BRANCH, McKee's
Rocks, PA., 1st & 3d Thurs., 2
p. m., Fraternal hall.
Mrs. S. Schofield, 505 Ells-
worth st. S
Mrs. M. Collins, 110 6th st., Es-
plan. Pittsburgh, Pa. S

97-AURORA, AURORA, ILL., 2d &
4th Thurs., 2:30 p. m., Charle-
magne.
Mrs. Mary Yonker, LaSalle st. P.
Mrs. Hattie Lindsay, 280
Spring st. S

98-COMO, ST. PAUL, MINN., 1st
& 3d Thurs., 2:30 p. m., Bow-
by hall, 6th & Robert sts.
Mrs. T. R. Simpson, 960 Port-
land ave. P
Mrs. J. E. Roper, 687 Laurel. S

99-CHRYSANTHEMUM, OSAWATO-
MIS, KAN., alternat Thurs.,
2:30 p. m., Eagle hall.
Mrs. M. Rutter. P
Mrs. E. H. Clark, box 843. S

100-WHITE CITY, CHICAGO, ILL.,
2d & 4th Thurs., 2 p. m., Hall
512, Masonic Temple.
Mrs. J. M. Sewell, 557 W. 65th
st., Sta. O. P
Mrs. Jennie Lehigh, 3575
Rhodes av. S

101-FLOUR CITY, MINNEAPOLIS,
MINN., 1st & 3d Thurs., 2:30 p.
m., K. P. hall, Masonic Temple.
Mrs. Mary Langan, 2741 Pre-
mont ave., S. P
Mrs. W. A. Marks, 3000 Harriet
ave. S

102-MISSISSIPPI, WATER VALLEY
MISS., 2d & 4th Wed., home of
Sister Geo. Hadaway, 9:15a. m.
Mrs. T. J. Binford, Wood st. P
Mrs. A. F. McNeil, 8 Church st., S.

103-INDIANAPOLIS, INDIANAPOLIS,
IND., 1st & 3d Mon., 2 p.
m., O. R. C. hall.
Mrs. A. Morrison, 2411 E.
Washington st. S
Mrs. Emma Joalin, 1209 E.
Vermont st. S

104-PRIDE OF STREATOR, KAN-
KAKEE, ILL., 1st & 2d Thurs.,
2 p. m., Castle hall E. av.
Mrs. Jennie Howard, 5th av. P
Mrs. A. M. Gardner, 542 In-
diana ave. S

105-JEWETT, NEW ORLEANS, LA.
1st & 3d Mon., I. O. O. F. hall.
Mrs. R. W. Smith, 4017 Canal P.
Mrs. C. W. Bradley, 1717 3d st. S.

106-TYGARD, FT. WORTH, TEX.,
2d & 4th Thurs., 2:30 p. m., A.
O. U. W. hall, cor. 4th & Main
Mrs. W. R. Bell, 304 Edw. P
Mrs. W. N. Foster, 1406 E. 1st S.

107-CITY OF OAKS, OAKLAND, CAL.
1st & 4th Thurs., 2:30 p. m.,
Fraternity hall, 7th & Peralta.
Mrs. Mae Goodwin 914 e. 15th. P
Mrs. Bertha Byers, 1410 9th st. P

108-CARNATION, SPRINGFIELD,
ILL., 1st & 3d Wed., 3 p. m.
Odd Fellows hall, 4th & Monroe
Mrs. Minnie Nash, 816 S. 9th. P
Mrs. Kate Castles, 1317 S. 6th
st. S

109-PENELOPE, MERIDIAN, MISS.
2d & 4th Thurs., 2 p. m., K. P.
hall.
Mrs. Howard Langford, cor.
10th st. & 36th ave. P
Mrs. J. B. Ramsey, 1513 25th. S.

110-WHITE ROSE, SAVANNAH,
GA., 1st & 3d Thurs., K. P.
hall, York & Banard sts.
Mrs. E. R. Carwell, 641 34th. W. P.
Mrs. R. L. Brake, 639 34th st. W. S.

112-FERN CLIFF, YOUNGWOOD,
PA., 1st & 3rd Wed., 2:30 p. m.,
Sells hall.
Mrs. Ada Nepper, Turtle Creek,
Pa., box 395. P
Mrs. Ella Repper, box 395 Tur-
tle Creek, Pa. S

114-GREEN BAY, GREEN BAY,
WIS., 1st & 3d Tues., 3 p. m.
K. P. hall.
Mrs. F. H. Seymour, 802 Cora st. P.
Mrs. John Myers, 501 Mather
st., W. Green Bay, Wis. S

115-IMPERIAL, UTICA, N. Y., 1st
and 3d Wednesdays, 1st Wed.
afternoon, 3d Wed. eve., Roy-
al Arcanum Temple, Devereux
st.
Mrs. Sara Sweeney. P
Mrs. P. H. Eagan, Frankfort
st., Frankfort, N. Y. S

116-YUARDA, NEWTON, KAN.,
2d & 4th Fri., 2:30 p. m.,
K. P. hall.
Mrs. M. J. Malony, E. 4th st. P.
Mrs. Emma McNeil, 315 W. 6th st. S.

117-ALABAMA, BIRMINGHAM, ALA.,
1st & 3d Weds. 2:30 p. m. C.
O. B. hall.
Mrs. J. E. Berry, 2008 1/2 1st av. P.
Mrs. C. A. Hardwick, 1830 14th
ave. N. S

121-DEWEY, CENTRALIA, ILL.,
2d & 4th Thurs., 3:00 p. m.,
I. O. O. F. hall.
Mrs. Wm. Rupp, 416 W. Broad-
way. P
Mrs. W. E. Redus, 416 w. 2d
N st. S

122-EASTER LILY, PRORIA, ILL.,
2d & 4th Wed., 2:00 p. m.
Schuellbacher Hall, 110 S. Ad-
ams st.
Mrs. Vallie Hall, 7th Ave. P
Mrs. Flora Peterson, 510 Mill-
man st. S

123-VOLUNTEER, AUSTIN, MINN.,
2d & 4th Wed., 7:30 p. m.,
German hall, E. Water st.
Mrs. Fannie Terry, 418 E.
Bridge st. P
Mrs. M. E. Warfield, 611 1st N. S.

125-MONETT, MONETT, MO., 2d
& 4th Wed., 2:30 p. m., Ma-
sonic hall.
Mrs. Mary Weightman. P
Mrs. Lolo Wilkerson. S

126-L. M. ALLEN, FT. SCOTT,
KAN., 2d & 4th Fri., 2:30 p.
m., Union hall.
Mrs. Maud Rountree. S
Florence Richards, 102 S. Hill. S.

127-JUSTICE, MURPHYSBORO, ILL.
2d & 4th Fri., 2:30 p. m., I. O.
O. F. hall.
Mrs. C. T. Smith, 1818 Walnut P.
Mrs. R. Breneman, 2032 Pine S.

128-GOLDEN RULE, DODGE CITY,
KAN., 1st Thur. 2:30 p. m.,
Masonic hall.
Mrs. Kitty Pond, Bx 168. P
Mrs. Emma Corey, box 263. S

129-GRAND VALLEY, GRAND
JUNCTION, COL., 2d & 4th
Thurs., Elks hall.
Mrs. Elizabeth Bedwell, 221
White ave. P
Mrs. Sarah McHugh, 242 Pit-
kin ave. S

131-BURNS, CRESTON, IOWA, 2d
Thurs., 2:30 p. m., Gibson hall
Pine st.
Mrs. A. P. Haley, S. Birch st. P.
Mrs. Sadie Lowery, 308 N. Y. av. S.

133-DONNER, SACRAMENTO, CAL.,
1st & 3d Mon., 8 p. m., Odd
Fellows hall.
Mrs. Celia Fisher, 1103 "O" st. P.
Mrs. Alice Wright, 713 8th st. S.

134-YELLOW ROSE, PALESTINE,
TEX., 2d & 4th Tues., 2:30
p. m., K. P. hall.
Mrs. Robt. Hardman 707
Magnolia st. P
Mrs. B. Bridgewater, 212 Rea-
gan st. S

135-MOUNTAIN CITY, RENOVO
PA., 2d & 4th Thurs., 2 p. m.,
I. O. O. F. hall, 2d floor.
Mrs. L. M. Haupt. P
Mrs. Sarah E. Bressler, bx. 247. S.

137-LONE STAR, CLEBURNE, TEX.,
1st & 3d Wed., 2:30 p. m.,
Red Men's hall.
Mrs. Richard Clements, 512
North Anglin st. P
Mrs. A. B. Honeycut, 817 N.
Anglin st. S

138-QUEEN CITY, CINCINNATI,
O., 2d & 4th Thurs., 2 p. m.,
Douglas hall.
Mrs. M. Sullivan, 716 W. 9th. P.
Mrs. Belle Whitcomb, 2303
Price ave. S

139-HOWARD, MILWAUKEE, WIS.
1st & 3d Wed. 2 p. m., I. O.
O. F. Temple Grand ave.
Mrs. Elizabeth Sykes, 21 Mar-
tin Flats. P
Mrs. Clara R. Cooper, 400 21st. S.

140-NARROWS, CUMBERLAND,
MD., 2d & 4th Thurs., White's
hall, Virginia ave. 2 p. m.
Mrs. R. A. Compton, No. 4
Browning st. P
Mrs. J. C. Crogan, 122 Grand
ave. S

141-OAK LEAF, BLUE ISLAND,
ILL., 1st & 3d Tues., Commer-
cial hall, Western ave.
Mrs. Elizabeth Carlin, Green-
wood ave. P
Mrs. Kate McMahn, Gregory. S.

142-NEW YEAR, SPRINGFIELD,
MO., 2d & 4th Tues., 2:00 p.
m., K. P. hall, Commercial st.
Mrs. Joe Sence, 2048 Washing-
ton ave. P
Mrs. Clara E. Foiland, 1527
Summit ave. S

- 143-SYRACUSE, SYRACUSE, N.Y.,
2d & 4th Wed., 2 p. m. G. A.
R. hall.
Mrs. H. H. Darling, 204 Fitch P.
Mrs. M. Barnes, 129 Davis st...S.
- 144-WILLING WORKERS, KNOX-
VILLE TENN., 1st & 3d Wed.,
2 p. m. French & Roberts
Hall, cor. Gay & Depot.
Mrs. J. F. Keith, 206 E. Scott P.
Mrs. J. W. Beathard, room
50, Watauga bldg.....S.
- 147-MARGARET, EAST LAS VE-
GAS N. M., 1st & 3d Wed.,
K. P. hall.
Mrs. Mrs. Ida Pritchett.....P.
Mrs. J. M. Leseney, 4th st...S.
- 148-MRS. J. H. MOORE COLORA-
DO SPRING, CO., 2d & 4th Fri.
Woodmans' hall, Colorado Sp.
Mrs. Mary Hamilton, 919 S.
Conjosee st.P.
Mrs. Ella Roberti, 1633 Hays
st., Colorado Springs, Col...S.
- 149-CENTURY NORTH PLATTE,
NEB., 1st Wed. K. P. hall.
Mrs. Mary Cunningham.....P.
Mrs. Ella B. Weir, Box 184...S.
- 150-SGOO LILY, SALT LAKE CITY,
UTAH, 2d & 4th Thur., 2:30 p.
m., K. P. hall, 261 S. Main st.
Mrs. Adeline Walker, 309 N.
2d West.....P.
Mrs. Sadie Hays, 127 W. 1st No.S.
- 152-NIPHO TUSCUMBIA, ALA.,
1st & 3d Thurs. 2 p. m., Pyth-
ian hall.
Mrs. R. L. Price.....P.
Mrs. J. B. McCarty.....S.
- 153-STELLA, DECATUR, ILL., 2d
& 4th Wed. K. P. hall.
Mrs. W. Scott, 967 Eldorado. P.
Mrs. Ina M. Bump, 420 e.
Marietta st.....S.
- 154-NEW CENTURY, FREEPORT,
ILL., 2d & 4th Fri., 2:30 p.
m., I. O. O. F. hall.
Mrs. Mary Jones, 154 Liberty P.
Mrs. M. T. Goodwin, 4 Union...S.
- 155-SWITZERLAND, M A U C N
CHUNK, PA., 1st & 3d Thur.,
3 p. m., I. O. O. F. hall.
Mrs. Emma Mumbower, Cen-
ter st.....P.
Mrs. W. Batdorf, 344 South st.S.
- 157-SEELY DUNN, EVANSVILLE,
IND., 2d & 4th Thur., 2 p. m.
Dickman hall, 4th st.
Mrs. J. W. Erwin, 206 Arlington
ton st.....P.
Mrs. L. B. Wulfs, 708 Upper
3d st.....S.
- 158-FIDELITY CHILLICOTHE, ILL.,
1st & 3d Fri., 2:00 p. m.,
Daugherty's & Frederick's
hall.
Mrs. Rose Sorrick.....P.
Mrs. Mary E. Anderson, R.R. 33 S.
- 159-THE GOLDEN WEST, GRAND
FORKS, N. D., 1st & 3d Tues.
3:30 p. m. K. P. hall.
Mrs. J. M. Cooper, 312 Chest-
nut st.....P.
Mrs. W. A. Hill, 210 N. 7th S.
- 160-HIGH ROCK, HAGERSTOWN,
MD., 2d & 4th Thurs., Hose
hall, S. Potomac st.
Mrs. D. P. Blair, 18 Foundry. P.
Mrs. B. B. Bender, 140 E.
Franklin st.....S.
- 162-WYNOMA, HAILEYVILLE, I.
T., 1st & 3d Wed., Thur., Kali
Inla bldg.
Mrs. Martha Wells.....P.
Mrs. W. M. White, box 68...S.
- 163-ELLA STONE, SEDALIA, MO.,
1st & 3d Thur., 2:30 p. m. K.
P. hall, E. 5th st.
Mrs. Douglas Hughes, 1101 S.
Ohio.....P.
Mrs. J. A. Hukill, 714 E. Bdwys.S.
- 164-BINGHAMPTON, BINGHAMPTON,
N. Y., 2d & 4th Thur.,
2:30 p. m., Parlor City I. O. O.
F. hall, 299 Chenango st.
Mrs. A. P. Smith, 257 Chenan-
go st.....P.
Mrs. E. Benedict, 569 State st.S.
- 165-PROSPECT POINT, TRINI-
DAD, COLO., 1st & 3d Fri., 2:30
p. m., Odd Fellows hall.
Mrs. Anna Drake, 240 Oak st.
Mrs. J. W. Staley, 423 E. 1st. S.
- 166-HINKLEY, RAWLINS, WYO.,
1st Tues., 2:30 p. m. K. P. hall.
Mrs. Eva Joyce.....P.
Mrs. L. H. Wright, box 169...S.
- 167-PALM, MONTGOMERY, ALA.,
alt. Wed. 3 p. m., K. P. hall.
Mrs. J. M. McDowell, R. F. D.
No. 3.....P.
Mrs. J. C. Elliott, 325 Catoma.S.
- 168-VICTOR, SAYRE, PA., 2d &
4th Thur., B. R. T. hall, Tal-
madge blk., Elmer ave.
Mrs. Amelia Dunn, 312 Che-
mung st.....P.
Mrs. May Brougham, 416 Stev-
enson st.....S.
- 169-MAPLE LEAF, HAMILTON,
ONT., 1st & 3d Wed., A. O. U.
D. hall, 26 McNab st.
Mrs. Thos. Pegg, 265 York st..P.
Mrs. William Cameron 266
McNab st.....S.
- 171-OKREMA, SAPULPA, I. T., 1st
& 3d Mon. 2:30 p. m. Eagles
hall.
Mrs. Lola Hatfield.....P.
Mrs. Maud Van Ness, box 577.S.
- 172-DAYLIGHT SPECIAL, CLINTON,
ILL., 2d & 4th Tues., 2:30 p.
m., B. of L. F. hall.
Mrs. Nellie Daniels.....P.
Mrs. Susie I. Millan, s. East st. S.
- 173-SUCCESS, SLATER, MO., 2d
& 4th Wed., I. O. O. F. hall.
Mrs. Edith Alexander.....P.
Mrs. Julia Clamptit.....S.
- 174-EDOAR E. CLARK, MACON,
GA., 1st & 3d Wed., O. R. C.
hall, Polar st.
Mrs. G. L. Agee, 1327 3d st...S.
Mrs. F. F. Martin, 461 2d st. S.
- 175-STANDING ROCK, MENA, ARK.,
2d & 4th Wed. 2:30 p. m.
Tobin hall, 5th st.
Mrs. Siota Butts.....P.
Mrs. Josie C. Allen, box 278...S.
- 176-CAPE ROCK, CAPE GIRAR-
DEAU, MO.
Mrs. Grace Brownfield, 225 S.
Spanish st.....P.
Mrs. Eva Philipson, 210 Fred-
erick st.....S.
- 177-N. D. MAHER, BLUEFIELD,
W. VA., 2d & 4th Wed., 2:30 p.
m., Masonic hal, Bland st.
Mrs. E. M. Lyons, Rogers st...P.
Mrs. J. R. Johnson, 42 Rogers S.
- 178-FAIRVIEW, CARBONDALE, PA.,
2d & 4th Tues., I. O. [O. F.
hall, s. Church st.
Mrs. Edna M. Harvey, [234
Canaan st.....P.
Mrs. Mary C. Miller, 13 Drum-
mond ave.....S.
- 179-ODY, PITCAIRN, PA., 2nd &
4th Fri., 2 p. m., Hohles hall.
Pitcairn, Pa.
Mrs. J. S. Linglebaugh.....P.
Mrs. W. A. Himstead, box 411S.
- 180-PASS CITY, EL PASO, TEX.,
1st & 3d Thur., 2:30 p. m., O.
R. C. hall.
Mrs. Flora Graves, 1001 n.
Florence st.....P.
Mrs. Sadie A. Castles, 909 Ma-
goffin ave.....S.
- 181-OKLAHOMA, SHAWNEE, O.
T., 1st & 2d Mon., 8:00 p. m.
G. A. R. hall.
Mrs. Bruce Hayes, box 614...P.
Mrs. Wm. H. Harrah, 110 n.
Oklahoma st.....S.
- 182-UNITY, SHREVEPORT, LA.,
2d & 4th Tues., 2:30 p. m., K. P.
hall, Market st.
Mrs. K. Alice Dean 711 Olive st.
Mrs. Nora Proud, 344 Caperton
st.....S.
- 183-LOVENIA CLARE, WATER-
LOO, IA., 2d & 4th Fri., 2:30 p.
m., B. L. E. hall.
Mrs. Nellie Sornborger, 321 Al-
mond st.....P.
Mrs. Alice Lorden, 601 Logan
ave.....S.
- 184-PERSEVERANCE, EAST ST.
LOUIS, ILL., 2d & 4th Wed.,
Music hall, 2 p. m.
Mrs. L. W. Cherrington, 621
Summit ave.....P.
Mrs. W. C. Walkup, 2717 Bond
ave.....S.
- 185-GERM OF THE MOUNTAIN,
POCATELLO, IDAHO, 1st & 3d
Thur., 2:00 p. m., Masonic hall.
Mrs. Mae Murphy, 556 Wyeth P.
Mrs. Emma Hughart, 710 E.
Center st.....S.
- 186-IRON QUEEN, TWO HAR-
BORS, MINN., 1st & 3d Tues.
2 p. m., K. P. hall.
Mrs. Beattie B. Boston, bx. 425.P.
Mrs. E. O'Rourke, box 803...S.
- 188-HARTFORD, HARTFORD, CONN.
1st & 2d Mon. 8 p. m. G. A.
R. hall, Times bldg.
Mrs. Y. A. Dailey, 19 Hamilton P.
Mrs. P. Russell, E. Hartford,
box 205.....S.
- 189-TWIN CITY, DENNISON O.,
2d Wed., 2 p. m., 4th Sat. 7:30
p. m., Golden Eagle hall.
Mrs. H. S. Aiken.....P.
Mrs. A. M. Bier.....S.
- 190-DIAMOND, JOLIET, ILL., 1st
& 3d Thur., 2:30 p. m. Castle hall
Mrs. Kittie Sherwood, 330 Lan-
dan ave.....P.
Mrs. Della Norris, 1605 e. Wash-
ington st.....S.
- 191-ESCHSCHOLITZIA, KERN
CAL., 2d & 4th Wed., 8:00 p.
m., K. P. hall.
Mrs. Ines Wallace, 520 "M" st P.
Mrs. Nellie Guilfoyle, 514 "N" S.
- 192-LAUREL, BRUCE-
RIDGE, MINN., 1st & 3d Tues.,
2:30 p. m., Masonic hall.
Mrs. Edna Laird, 211 N. 4th st. P.
Mrs. Minnie O'Kane 220 a. 4th S.

193-WESTERN STAR SUPERIOR,
WIS., 1st & 3d Tues., 2:30 p.
m., Odd Fellows Temple.
Mrs. Amos Tullis.....P.
Mrs. W. C. Dossie, 1617 Tower
ave.....S.

194-EUREKA, YOUNGSTOWN, O.,
2d & 4th Wed., 2 p. m., Old
Carpenter's hall.
Mrs. Ed. Reese, 1041 Wilson av. P.
Mrs. John Clemens, 150 Marion S.

195-CHICKASAW, MEMPHIS, TENN.,
1st & 3d Tues., I. O. O. F. bldg.
Mrs. A. B. Middlebrook, 183
E. Georgia ave.....P.
Mrs. G. A. Robinson, 1244 Col-
lege st.....S.

196-ANTHRACITE, TAMAQUA, PA.,
1st & 3d Thur., 2 p. m., I. O. O.
F. hall, Broad st.
Mrs. E. Gressinger, E. Broad
st.....P.
Mrs. T. W. Minier, Cor. Broad &
Lehigh.....S.

197-COKE REGION, CONNELLS-
VILLE, PA., 1st & 3d Wed., I.
O. O. F. hall.
Mrs. Carry Bittner, 153 Arch. P.
Mrs. J. R. Dunlap, 408 Cedar S.

198-PHIL SHERIDAN, SHERIDAN,
WYO., 1st & 3rd Thurs., 2:30 p.m.
K. F. hall
Mrs. Lena Baker, box 653....P.
Mrs. Ethel Barr, 468 Marion st. S.

199-LA RUE, NASHVILLE, TENN.,
1st & 3d Wed., 2:00 p. m.,
Odd Fellows hall, Church &
6th ave. N.
Mrs. Geo. Adams, 304 12th av. S. P.
Mrs. B. F. Jones, 1403 Sigler st. S.

200-MANHATTAN, NEW YORK
CITY, 2d & 4th Thur., 2:30 p.
m., Corinthian hall, Terrace
Garden.
Mrs. J. E. Hutchinson, 149 S.
11th ave., Mount Vernon.
N. Y.....P.

Mrs. T. F. Coughlin, 748 At-
lantic st Stamford Conn...S.

201-WABASH, MOBERLY, MO., 2d
& 4th Tues., Kottnwell bldg.
Mrs. M. B. Cowan, 218 S. Wil-
liams st.....P.
Mrs. L. C. Wulscheger, 123 E.
Elizabeth st.....S.

203-ANNA F. CONLISK, HILLS-
BORO, TEX., 1st Wed., 2:30 p.
m., B. R. T. hall
Mrs. Dora McKee, 209 Mat-
hew ave.....P.
Mrs. W. P. Williams, 229 S.
Waco st.....S.

204-ALPALFA, DALHART, TEX.,
1st & 3d Thur., 2:30 p. m.
Mrs. C. Gilbert.....P.
Mrs. J. A. Cook.....S.

206-TINSMAN, TRENTON, MO.,
2d & 4th Wed., I. O. O. F. hall.
Mrs. Olga Meranda, 302 Lincon. P.
Mrs. Hattie Bailey, 209 Marble S.

207-ROCKY MOUNTAIN, MISSOU-
LA, MONT., 2d & 4th Sat., 7:30
p. m., Elks' hall.
Mrs. Anna Byall, 425 N. 3d st. P.
Mrs. Hattie Murray, 518 N. 3d S.

208-ORANGE BLOSSOM, SAN BER-
NARDINO, CAL., 2nd & 4th
Thurs., 2:00 p. m., Native
Sons hall.
Mrs. Alice Mathews, 244 Carter. P.
Mrs. P. C. Phillips, 858 6th st...S.

209-ST. ELMO, ST. ELMO, ILL.,
1st & 3d Thur., 2:30 p. m. I. O.
O. F. hall.
Mrs. Lida Henderson, box 367. P.
Mrs. A. W. Stanford, box 377...S.

210-HOPE, PRINCETON, IND., 2d
& 4th Wed., 2 p. m., K. P. hall.
Mrs. Wm. Munier, 319 W.
Munroe st.....P.
Mrs. Chas. Chamberlain, 818
S. Main st.....S.

211-VIOLET, SALAMANCA, N. Y.,
1st & 3d Thur., 2:30 p. m.,
Union hall, Main st.
Mrs. Mary Stoddard, 45 River. P.
Mrs. Lida Wornack, 23 Clin-
ton st.....S.

212-SAN ANTONIO, SAN ANTONIO,
TEX., 1st & 3d Fri., 3 p. m.,
K. P. hall.
Mrs. C. W. Seamands, 713
Morales st.....P.
Mrs. H. C. Gillett, 326 Sher-
man st.....S.

213-PARKINSON, HORNBELL, N.
Y., 2nd Thursday, 2 p. m.,
B. L. E. hall, Main st.
Mrs. Sarah Parkinson, 42 E.
Main st.....P.
Mrs. Electa L. Pratt, 221 Main S.

214-RIVERSIDE, ASHTABULA, O.,
1st & 3d Wed., 2 p. m., Tyler
block, Main st.
Mrs. Minnie McBride, 13 Nathan P.
Mrs. Anna Dennis, 344 West...S.

215-THOMAS FITZGERALD, FAIR-
MOUNT, W. VA., 1st & 3d
Thur., Odd Fellows hall.
Mrs. F. H. Brumage, Market
st., 1st ward.....P.
Mrs. W. R. Riggs, Ogden av...S.

216-SEATTLE, SEATTLE, WASH.,
1st & 3d Fri., Carpenters
hall, 4th & Pine st.
Mrs. Rosamond Tieman, 206
Summitt ave. N.....P.
Mrs. Margaret E. Heffron, 206
Taylor ave.....S.

217-PINE BLUFFS, CHADRON,
NEB., 1st & 3d Tues.
Mrs. Maggie Donahue.....P.
Mrs. Pheobe Niles.....S.

218-CHAMPAIGN, CHAMPAIGN,
ILL., 2d & 4th Thurs., 2:30 p.
m., Engineers' hall.
Mrs. J. I. Patterson, 213 W.
Vine st.....P.
Mrs. M. F. Cooper, 206 W. John S.

219-YOSEMITE, FRESNO, CAL.,
1st & 3d Wed., 7:30 p. m. K.
of Columbus hall.
Mrs. S. E. Henderson, 110
Thesta st.....P.
Mrs. Nellie Wilson, box 1284...S.

220-EAST ROCK, NEW HAVEN,
CONN., 1st & 3d Thurs. I. O.
O. F. hall, 95 Crown st.
Mrs. W. B. Perkins, 603 State st P.
Mrs. T. Hinchy, 122 Rosette st. S.

221-PEERLESS PRINCESS, WICH-
ITA KAN., 1st & 3d Wed.,
2:30 p. m., Maccabee hall.
Mrs. Elizabeth Nichols, 244
Pattie ave.....P.
Mrs. Mrs. D. M. DeFrance, 243
N. Waco ave.....S.

222-SPOKANE, SPOKANE, WASH.,
1st & 3d Thur., 2:00 p. m., Frater-
nality hall.
Mrs. Isabelle Shannon, 1623 At-
lantic st.
Mrs. G. T. Bushnell, 1301 E.
Newark ave.....S.

223-TIDEWATER, COLUMBIA, PA.,
2d & 4th Thurs., Keystone hall.
Mrs. Mary Lebegern, 138 S. 4th. P.
Mrs. Jas. M. Smoker, 408 Union
st.....S.

224-FIRST CAROLINA, COLUMBIA,
S. C., 1st & 3d Thurs., 3 p. m.
Brown's hall, 1730 1/2 Main st.
Mrs. G. W. Florence, 2324 Wash-
ington st.....P.
Mrs. F. L. Shillito, 2007 Plain S.

225-MR. KATAHDIN, BANGOR,
ME., 2nd Sun., Essenic hall.
Mrs. H. C. Bean, 91 Buck st..P.
Mrs. E. W. Cook, 48 High st.,
Waterville, Me.....S.

226-GOLDEN GATE, LIVINGSTON,
MONT., 2d & 4th Tues., 2:30
p. m., Masonic hall.
Mrs. Alice Cornwell, 409 E.
Callender st.....P.
Mrs. Isabel Mathews, 117 n.
"C" st.....S.

227-POCAHONTAS, RICHMOND,
VA., 1st & 3d Thurs., Frater-
nity hall, 215 W. Broad st.
Mrs. L. W. Smith, 2017 Venable. P.
Mrs. L. A. Willeford, 1206 19th S.

228-RHODE ISLAND, PROVID-
ENCE, R. I., 1st & 3d Wed.,
2:30 p. m., 433 Westminster st.
Mrs. J. J. Helmer, 11 Pallas st. P.
Mrs. Calista G. Crumley, 128
Broadway.....S.

229-HUTCHINSON, SPRINGFIELD,
MASS., 1st & 3d Tues. 2:30 p.
m. McKinney bldg., Fraternity
hall, 535 1/2 Main.
Mrs. Chas. Smith, 70 Hill st...P.
Mrs. H. E. Lockwood, 271 Fulton S.

230-BATTLE CREEK, BATTLE
CREEK, MICH., 1st and 3d Fri.
2:30 p. m., B. of L. E. Club
Rooms, N. Madison st.
Mrs. C. K. Greyson, 103 Marsh-
all st.....P.
Mrs. C. R. Pond, 53 High st...S.

234-ROANOKE, ROANOKE, VA.,
1st & 3d Fri., 3 p. m., Pyth-
ian hall.
Mrs. T. A. Gregg, 1116 Jeffer-
son st.....P.
Mrs. Sadie Garrison, 1009 3rd
Ave. N. W.....S.

235-PRIDE OF NO. 447, CARNE-
GIE, PA., 1st & 3d Thurs., 1:30
p. m., Masonic hall.
Mrs. J. M. Vail, Sheridanville. P.
Mrs. V. Dunlevy, Sheridan-
ville, Pa.....S.

236-CASCADE, NEW CASTLE, PA.,
1st & 3d Thurs 2 p.m. Smiths
hall.
Mrs. Susie Morrissey, W. Cherry. P.
Mrs. D. M. Lovejoy, 19 Madison S.

237-PRAIRIE CITY, TERRE HAUTE,
IND., 2d & 4th Wed. 2 p. m.,
Swope hall, cor. 7th & Ohio st.
Mrs. M. W. Haufin, 1420 S. 16th. P.
Mrs. E. S. Hardy, 308 N. 15th. S.

238-J. H. NEWTON, LAFAYETTE,
IND., 2d and 4th Wed. 2:30
p. m. Red Men's hall.
Mrs. Eva G. Newton, 1202
Tippecanoe st.....P.
Mrs. Mearl Thornburg, 519 N.
12th st.....S.

239-SELMA, SELMA, ALA., 1st &
3d Wed. Odd Fellows hall, Gil-
man Block.
Mrs. S. E. Farrington.....P.
Mrs. W. H. Burton, 1120 W.
Alabama st.....S.

241-PALMETTO, GREENVILLE, S.
C., 2d & 4th Thurs.
Mrs. J. C. Arwood, 837 w.
Washington av.....P.
Mrs. Will Biers, Augusta av...S.

242-OMAHA, OMAHA, NEB., 2d
& 4th Thurs. 2 p. m., Brights
Society hall, 19th & Farnam.
Mrs. Bertha K. Wadsworth,
1512 Binney.....P.
Mrs. Della Sleeper, 2826 Sher-
man av.....S.

243-PADUCHA, PADUCHA, KY., 2d
& 4th Thur., 2:30 p. m.
Mrs. W. J. Lewis, 1008 Trim-
ble st.....P.
Mrs. R. C. Smiley, 1034 Harri-
son st.....S.

244—PERU, PERU, IND. 2d & 4th
Thur.
Mrs. Margaret Gleason, 222 w.
5th st. P.
Mrs. Fannie Laffin, 566 w. 3d. S.

245—FRANKLIN, WEEHAWKEN, N.
J., 1st & 3d Wed., Masonic
Temple.
Mrs. E. E. Emmett, 16 1st st. P.
Mrs. J. B. Marshall, 214 5th st.
Union Hill, N. J. S.

246—RUBY, CHANUTE, KANS., 2d
& 4th Tues., Masonic hall, W.
Main st.
Mrs. Amelia Farrell, 205 W.
3d st. P.
Mrs. Lena DeBruler, 423 S.
Stuben st. S.

247—FERN LEAP, JERSEY CITY, N.
J., 2d & 4th Tues., Deane's
hall, 5th & Grove sts.
Mrs. Chas. Boughner, Suffern,
N. Y., P. O. Box 166
Mrs. T. Delteneere, 59 Mercer
st. S.

250—HARBOR, NEW LONDON,
CONN., 2d & 4th Wed., Unity
hall.
Mrs. Joseph Winthrop. P.
Mrs. W. J. Borden, 383 Bank
st. S.

300—EL CAPITAN, SAN FRANCISCO,
CAL., 1st & 3d Sat., 2:30 p.
m., Mission hall.
Mrs. Florence Edwards, 830
54th st., Oakland, Cal. P.
Mrs. Maud Murray box 164,
Sausalito, Cal. S.



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Chief Conductor Division
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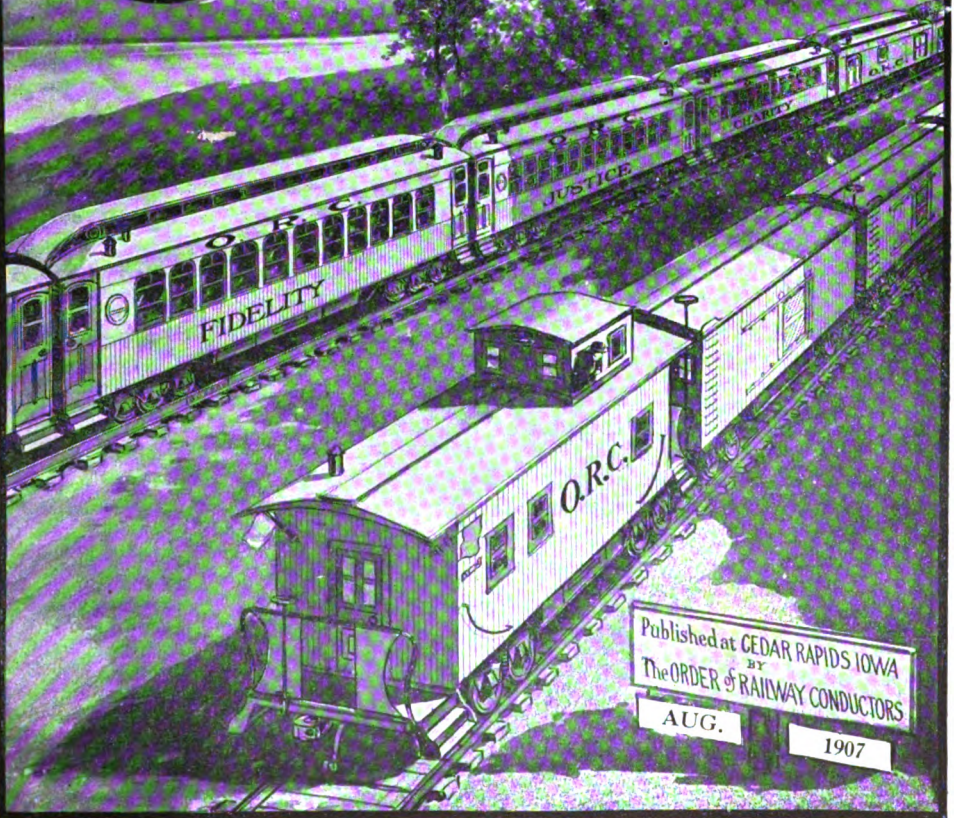


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VOL. XXIV.

CEDAR RAPIDS, IOWA, AUGUST 1907.

No. 8.

IV. Socialism.

Address Delivered at Columbia University, Friday, February 15th,
by W. H. Mallock, M. A., of England, in Co-operation with the
Public Lecture Bureau of the National Civic Federation.

As I have already pointed out, the original teaching of the socialists when socialism began to assume the character of a reasoned system, as it did under the influence of Marx, and thus acquired the watchwords which first made it widely popular, was that wealth belongs, as a matter of natural justice, to those persons who produce it; that anyone who appropriates what he has not produced is a robber; and that, since labor, or the ordinary manual efforts of the great masses of mankind, alone produces all the wealth that exists, all wealth ought in justice to go to the great masses of mankind. And this remains at this moment the really popular gospel of socialism—the teaching on which its propagandists still rely when they seek adherents among the wage-earning classes generally. You will have seen, however, from certain of the arguments of the more recent socialistic thinkers, which we were considering when I last addressed you—notably from those of Mr. Sidney Webb—that the more thoughtful socialists have been gradually growing conscious of the fallacy of that primary economic doctrine which they once accepted as an axiom—namely that the sole producer of wealth is the labor of the average man. They are beginning to see that labor does not only not produce all wealth, but that, under certain circumstances, it does not even produce most of it; and being still

determined to proclaim that the laborers have a right to the possession of it, they are beginning to shift their ground, and are seeking to place this doctrine on some totally new foundation. So long as it was possible for them to proclaim, without fear of contradiction, that no one produced wealth except the manual laborer, it was all very well to argue that, because the laborer, A, has produced wealth to the value of one hundred dollars, therefore this hundred dollars is in justice A's absolute property; but now, when they are gradually perceiving that the monopolists of business ability—to use Mr. Webb's own phrase—are man for man producers on an incomparably greater scale, and that any one of them, B, may produce one thousand dollars in a far less time than it takes A to produce one hundred, they are beginning to fight shy of the principle of justice with which they started—the sacred principle that the product belongs to the producer; for if A, because he produced them, has a right to his one hundred dollars, B, because he has produced them, would have the same right to his thousand dollars, and this is the precise conclusion against which the socialists are at war. They are, therefore, though they have not yet openly admitted the fact, trying to found their demand for an equal distribution of wealth, not on the rights of the laborer, in his economic capacity,

as the personal producer of the wealth which it is proposed to give him, but on his moral rights as a man—as one human being among many, who together constitute a community. Men, it is argued, whatever their congenital inequalities, resemble each other, in virtue of their common humanity, far more than they differ from each other in virtue of their unequal efficiencies. Let their efficiencies be great or small, they are not themselves the authors of them. Their efficiencies, be they great or small, depend alike on conditions, past and present, which are beyond their individual control, and which they all of them share in common; and, though the absolute results of the efforts of individuals will vary, the efforts of each, relatively to his powers, will be equal. Thus, for the formula of Marx—To each man according to his products, and the products of all laborers are equal—the socialists of today are endeavoring to substitute this—Let each man produce according to his economic capacity, and enjoy the products according to his human needs. This is the practical outcome of the arguments of such persons as Mr. Webb, when they endeavor to exhibit ability as a species of unearned increment—arguments which, taken by themselves, are as we have seen, ridiculous, but which acquire a sort of plausibility, when they lose their details, and merge themselves in an appeal to some general moral sentiment. This new position of the socialists—this alternative string to their bow—for, when addressing the vulgar, they still keep to the old one—differs from the old position—the position of Karl Marx—in the following fundamental way. Marx based the ethics of distribution on what purported to be an analysis of production. Socialists like Mr. Webb are endeavoring to separate the two. Mr. Webb tries to represent it as a matter of complete indifference whether the directors of labor produce more than the laborers themselves or not. Indeed he allows in his recent explicit admissions, as important a role to the employers as they could possibly claim for themselves, and throws the old socialistic analysis

of production overboard altogether. He substantially agrees with the monopolists of business ability that they have made the wealth which they possess. He differs from them only in contending that they have no right to keep it; that their present possession of it is merely an accident of the situation; and that the majority have not only the right and also the power to appropriate it, but to redivide it, on grounds of general and not of economic justice.

To declare, however, that this revolutionarily redivision is justifiable on moral grounds is, it need hardly be said, a perfectly useless proceeding unless, besides being just, the redivision is also practicable. We may leave, therefore, the question of its justice altogether on one side, until we have considered how, as practical men, the socialists propose to bring the redivision about, and what are the views taken by them of society and of human nature which lead them to look on their program as really susceptible of accomplishment.

This brings us back to a question at which under one of its aspects, we have had occasion to glance before. When I was dealing with capital as a factor in modern production, I pointed out that the distinctive and fundamental function performed by it in the modern world was that of supplying the directors of labor with the means of securing the technical obedience of the laborers, such obedience constituting the condition on which they received their wages. And I pointed out, as you may remember, at the same time, that socialists, in their constructive schemes, though not in their popular rhetoric, recognized that the same kind of obedience would be equally necessary under socialism; only they propose to enforce this obedience in a wholly different way. The only "truly socialistic scheme"—says Mr. Webb in words which I have already quoted—"is to make an equal provision for the maintenance of all an incident and indefeasible condition of citizenship, without any regard whatever to the relative specific services of different citizens; and, instead of leaving the rendering of the requisite ser-

vices to the option of the citizen (as the wage system does) with the alternative of starvation, to require each citizen to perform the part allotted to him, under one uniform law or civic duty.' just, says Mr. Webb, as military service is today exacted from soldiers.

Now if we assume that the socialistic state can, by some means or other, secure all the ablest men as the official directors of the labor of the citizens generally, there is, as I said before, nothing inherently impracticable in the proposal to guarantee to each laborer all his necessities and his comforts in any case, and secure his industrial obedience by methods the same as those by which military obedience is secured in the case of soldiers. On the contrary, as I said before, this method is one which was practiced in the earliest civilizations known to us, and was in practical operation for thousands upon thousands of years. It built the walls of Babylon. It built the pyramids of Egypt. It raised the monstrous stones of Baalbec. It was the method of slavery. It did not receive its deathblow in the civilized world till this country inflicted it within the lifetime of living men. It is this method of securing and controlling ordinary labor that, on Mr. Sidney Webb's admission, any system which is "truly socialistic" would reintroduce. If every citizen, whether he is willing to work or no has an indefeasible right to board, lodging, fuel, and clothing, equal to those enjoyed by the most industrious members of the community, the idle and the disobedient can be made industrious and obedient by one means only—the application of the lash, or by the fear of it; or, if Mr. Webb and his friends prefer a strictly military discipline, by the fear of irons, or the bullets of a dozen rifles. Whether this would be preferable in the eyes of a free population to the existing wage system, either in point of efficiency or otherwise, we need not for the moment discuss. It is at all events a method of obtaining and controlling labor which experience shows us to be possible, and within limits effective. But to secure and control the requisite manual labor

is, on Mr. Webb's admission, only half of the task which would lie before the socialistic state. The other half of the task, which he recognizes as still more important, is to secure the services of the men by whom all this labor is to be directed—the men of science, the chemists, the mathematicians, the inventors, the men of constructive imagination, on whose talents and genius the productivity of ordinary labor will depend. By what means will socialism secure the services of such men as these?

Here we have to deal with a problem which for one reason at all events, if for no other, is entirely different from the problem of ordinary labor itself. To secure from men the exertion of their ordinary faculties—especially those of common manual labor—by positive coercion, instead of the inducement of wages, is, let me repeat, possible; but it is possible for this reason only. In respect of the faculties embodied in ordinary labor, anyone by looking at another man can tell how far he is possessed of them—whether he can trundle a wheelbarrow, carry a hod of bricks, file a casting, hit a nail on the head, and so forth; and any director of such labor knows exactly the individual task which he wishes each laborer to perform; but in respect of the faculties—not ordinary but exceptional—which are essential for the men by whom labor is to be successfully directed, both these conditions are wanting. It is impossible to tell that any man of exceptional ability possesses any exceptional faculties till he himself chooses to show them; and until circumstances supply him with some motive for exerting them, he will probably be unaware that he possesses such faculties himself. Moreover, even if he gives the world some reason to suspect their existence, the world will not know what he can do with them, and consequently will not be able to impose on him any definite task, until he chooses himself to show of what tasks he is capable. Any Scotch farmer could, by looking at Burns, have told that he had the makings in him of a sufficiently good plowman, and have forced him, under cer-

tain circumstances, to so much plowing daily. Anyone could have told that Shakespeare was capable of holding horses at the theatre door, and compelled him to hold them as the condition of his getting his daily bread: but no one could have compelled Burns or Shakespeare to write "Auld Lang Syne" or "Hamlet." A press gang could have forced Columbus to labor as a common seaman: but not the whole population of Europe could have forced him to discover a new hemisphere; for the mass of his contemporaries, until his enterprise proved successful, obstinately refused to believe that there was a new hemisphere to discover.

The exceptionally able men, therefore, by whom labor is successfully directed, and on whose ability the wealth of the world depends, would stand, with regard to the socialistic state, in a position fundamentally different from that of the ordinary laborer. His distinctive faculties cannot be guessed at by looking at him, by feeling his muscles, or by watching his natural movements. Nothing as to his exceptional faculties can be known until he himself chooses to reveal them. He is therefore lord of his exceptional faculties in a way in which the common man is not lord of his common faculties. The existence of the latter cannot be concealed. The kind of work that can be accomplished by these faculties is known to everybody; and the community can by the exercise of mere force, command the average man and make him work like an animal; but over the exceptional faculties of the exceptional man the state or the community has no command whatever, except what the exceptional man voluntarily elects to give it; for the state neither knows that the faculties exist nor what things the faculties can accomplish, till their possessor reveals the secret. He cannot be made to reveal it. He can only be induced to do so; and he can only be induced to do so by a society which for an exceptional deed offers some exceptional reward, just as a reward is offered for evidence against some unknown murderer.

Now if a socialistic revolution could be brought about suddenly, there would no doubt be a large number of men whose exceptional abilities were already well known; and the state might, no doubt, pick out these particular men, and compel them with some effect to place their knowledge and their talents at its service; but this situation would last for a few years only. These men would die, and their places would have to be taken by a number of other men who at present are children or who have not yet been born, and whose exceptional talents are in any case altogether unknown and latent. How shall these seeds of efficiency be induced to sprout and bloom by a society whose cardinal principle is that no one man shall be allowed to receive a remuneration greater than that which is the infeasible right of the most worthless?

It is only fair to the socialists of the new school to say that this question has suggested itself even to them; and attempts have been made by them during the last ten years to answer it. The exceptional man, it is said, will be motivated to exceptional exertion, in the absence of exceptional remuneration, in one or other, or in all, of the four following ways: By the mere pleasure of "excelling", or by "the joy in creative work"; by the satisfaction which work for others brings to "the instincts of benevolence;" and lastly by the desire for "social approval," or the homage which is called "honor".

Now if socialists confined themselves to maintaining that the desire of such rewards as these constitutes a sufficient motive to exceptional activity of certain kinds in certain cases, they would not only be asserting what nobody else would deny, but they would be asserting nothing on which, as socialists, it is to their own interest to insist. The special proposition which, as socialists, they aim at establishing is not that certain kinds of exceptional men do certain kinds of exceptional things in obedience to the motives in question, but that, because some exceptional men, such as artists, philanthropists, and soldiers, are motivated by them to activities

of certain specific kinds, other exceptional men will be motivated by them with equal certainty to other activities of a kind totally different—namely, the activities which result in the production of ordinary commercial wealth, such as boots, staylaces, trouser buttons, and frying pans. The motives on which the socialists rely as incentives to business ability, independently of the prospect of any business reward, are fairly summed up by the socialistic writer whose phrases I have just been quoting, as the joy of excelling, the joy in creative work, the desire to benefit others, and the desire of approbation and of honor. That these motives are motives of extraordinary power all history shows us. The most impressive things accomplished by human nature have been due to them. But let us consider what these things are. They are not only impressive. They are limited in number, and they have no connection whatever with the production of ordinary wealth. We shall find that they are referable to one or other of five kinds of activity—heroism in battle, or in face of any exceptional danger; artistic creation; the pursuit of speculative truth; what theologians call works of mercy; and, lastly, the propogation of religion. This list, if understood in its full sense, is exhaustive. Such being the case, then, the argument of the socialists is as follows—that because a soldier in action will eagerly face death; because a Fra Angelico will paint a Christ or a Virgin; because a Kant will immolate all his years to philosophy; because a monk or a sister of mercy will give themselves to the victims of a pestilence; because a missionary will face martyrdom—all without any thought of a proportionate pecuniary reward—the directors of industrial labor, if only such rewards are made impossible for them, will at once become amenable to the motives of the soldier, the artist, the philosopher, the inspired philanthropist, and the apostle. This is the assertion which underlies the socialistic argument; and what we have to do is to ask calmly and dispassionately whether or no this assertion is true. Is there any-

thing in any evidence accessible to us which may lead us, even for a moment, to think it true?

Here I will ask you to observe how economics, in the discussions of today, is compelled to extend its scope; for this question belongs to the domains of psychology, and also of physiology. There are likenesses between men as there are between dogs and horses, and there are also differences. Are the differences in temperament and talent between different types of men interchangeable like the parts of an automobile made by the same maker? Does the fact that a man with the temperament of a Fra Angelico, will paint a Madonna for the mere love of painting her, prove that a man, in his own way equally exceptional, will start a factory for the production of cheap frilling for petticoats, without hopes of a profit proportionate to his prospective sales? Can we argue from the motives of the soldier, the thinker, the monk, or the missionary, to the motives of the bootmaker, the maker of patent sauce-pans, or the constructor of big hotels? Anyone who has studied human nature historically, or observed it in the life around him, will dismiss the idea, on reflection, as at once groundless and ridiculous.

Let us take the motives supplied by religious fervor and by benevolence. These have led, among masses of men, to conduct of the most exceptional kind. They led the great St. Francis, and his more immediate followers, to a life of effort whose object was not only wealth, but was on the contrary their union with poverty, as their sacred sister. But even in the days when Christian piety was at its height, the rule of St. Francis was found practicable by a minority only. One might as well argue that, because there have been multitudes of monks, the celibate and the cloistered life will one day be made universal, as one may argue that because some classes of exceptional men will do, for the mere love of the thing, certain kinds of exceptional work, other classes of men will, for the same reason, do exceptional work of a totally

different character—that they will produce exceptional wealth, and not expect a reward of the same order as their products. Even the most ascetic of the monastic orders, when they set themselves to produce articles of commerce—as for instance the Carthusians when they produce their celebrated liqueur—take care to receive for each bottle the highest exchange value procurable.

But the fanciful and foolish character of the entire reasoning of the socialists, in this connection, is most luminously illustrated by the example on which they themselves lay the greatest stress. This is the conduct of the soldier, who is, as they say, not only willing but eager to perform the duties of the most painful and dangerous character without any thought of receiving for it higher pay than his fellows. The same moral has been drawn from the soldier's case, not by socialists only, but by other distinguished thinkers, for whom formal socialism was an absurdity. Thus Ruskin says that his whole scheme of political economy was based on the moral assimilation of industrial work to military "Soldiers of the plowshare," he said, "as well as soldiers of the sword. All my political economy is comprehended in that phrase." Mr. Frederick Harrison, again, the prophet of English positivism—who, apart from his positivism, is a shrewd as well as a prosperous business man—has declared that the readiness with which soldiers will die in battle, is a type of man's readiness to spend himself in the peaceful service of humanity. Again, in a similar sense, another English writer observes, "The soldier's subsistence is certain. It does not depend on his exertions. At once he becomes susceptible to appeals to his patriotism. He will dare anything for glory, and value a bit of bronze which is the reward of valor far more than a hundred times its weight in gold." To this passage one of the English socialists calls special attention, and exclaims triumphantly, "Let those notice this last point who fancy we must wait till men are angels before socialism be practical."

Now to all these ideas and arguments

there is one answer to be made. They are all founded on a failure to perceive the fact that military activity is in many respects a thing apart, and depends on psychological and physiological conditions which have no analogies in the domain of ordinary economic effort. That such is the case can be very easily seen by following out the train of reasoning suggested by Mr. Frederick Harrison. Mr. Harrison sees that in ordinary life a man will not ordinarily run the risk of being killed or mutilated, unless for the sake of some object, the achievement of which is profoundly desired by him; and Mr. Harrison, and the other writers just quoted, assume that this must be the case on the field of battle also—in other words that the willingness of the soldier to face death results from, and is a measure of, his attachment to the country for which he fights. And in certain cases—when a country is in desperate straits, and everything hangs on the issue of a single battle—this inference is doubtless just; but that it is not so universally, and that the willingness of the soldier to confront death must have some other origin than an attachment to the cause he fights for, is shown by the notorious fact that some of the bravest and most reckless soldiers ever known to history have been mercenaries who would fight as willingly for one country as for another.

For this peculiarity in the soldier's conduct there are two reasons. One is the peculiar character of the circumstances in which the soldier is placed on those occasions when his courage is most highly tried—circumstances which render the attempt to evade peril almost as difficult and often more perilous than facing it, and which in ordinary life would be intolerable, if they did not happen to be impossible. But the most important and the fundamental reason is this—that the instinct of fighting is inherent in the very nature of the dominant races, and will always prompt numbers to do, for the smallest reward, what they could hardly, in its absence, be induced to do for the largest. This instinct—the result of incalculable years of struggle which has made the human

race what it is—is no doubt more controlled than formerly, and is not so frequently roused. But it is still there. It is ready to quicken at the mere sound of military music; and the sight of regiments marching stirs the most apathetic crowd. Take again the case of schools. High-spirited boys will take the chance of having their noses broken for the mere pleasure of fighting, when they will not risk a headache for the sake of learning their lessons. Here is the reason why the soldier, though he submits himself to the most direct coercion, never considers himself, and is never considered a slave; and military activity will never, as the socialists vainly fancy, throw any light on, or present us with any analogy to, the kind of inducements essential to activity in the field of industry, till human nature undergoes so radical a change that men would as eagerly rush to build a house, while bricks were falling all about them like snowflakes, and killing every tenth man, as the Japanese risked death by a bullet or a bayonet on the field of battle.

I have dwelt on this particular point partly because it is one to which socialists attach such extreme importance; partly because it affords us an exceptionally striking illustration of the reckless, the superficial, and unscientific manner in which they are accustomed to reason. One of the principal grounds on which they attack what they call the economics of the capitalist classes, is that it deals solely with the actions of what is called the economic man, or the man whose one motive is the personal acquisition of wealth. Such a man, they say, is an abstraction. He does not exist in reality. The actual man is a complex being, whose selfish and acquisitive motives are traversed by many others; and if economics is to have any scientific value, it must deal with man as a whole, in all his living complexity. The argument in itself is true as criticism of the orthodox economists; but when the socialists attempt to act in accordance with their own professed principles, and take the whole of human nature into account, they do nothing but travesty the pre-

cise class of errors which they condemn. The one-motived man who cares only for personal gain is no doubt an abstraction, which has no actual concrete counterpart; but the motive ascribed to him is a motive which has a real existence, and by considering its effects in isolation we can reach many true conclusions. But the other motives with which the socialists attempt to supplement this are so vague, so indefinite, so fantastic, that they correspond to nothing. Instead of being any true addition to the data of economic science, they are like images belonging to a nebulous and sentimental dream, which have only the effect of obscuring, not of completing, facts of human nature to which the orthodox economists confine themselves, and thus, though imperfect, are so far as they go actual. The psychology of the socialists makes no attempt whatever to define the scope and the operations of the motives with which it affects to deal; and throws no more light on the real facts of human nature than a child's painting of a mountain would throw on its geological formation.

Now, however, without getting out of touch with the socialists, let us get back to firmer ground; and having seen the futility of their efforts to provide, on a socialistic basis, any motive which shall stimulate the higher industrial efficiencies, other than that supplied at the present time by the prospect of possessing wealth in proportion to the amount produced, let us consider *this motive itself, as history and experience reveal it to us*. And here in presence of facts which no one seeks to deny, we shall find that the socialists are among our most important witnesses. The motive in question on the part of the exceptional wealth producer, the capitalist employer, the man of enterprise and business ability—namely, the desire of wealth proportionate to his exceptional production of it—commonly receives from the socialists the vituperative name of greed. We will not be squeamish over a name, and, to avoid quarreling over trifles, we will, for the moment, adopt this name ourselves. It will

show that we and the socialists are talking about the same thing. The socialists maintain that greed will be superfluous as a motive in the future; but what have they got to tell us about its operation in the present and the past? They tell us a great deal. For what, as moral and political agitators, has been their chief moral indictment against the typical man of ability, the director of labor, the introducer of new machinery and new methods, the pioneer of commerce? Their chief indictment against men such as this has been that, instead of working for the mere pleasure of benefiting their fellows, or for the sake of any other of those rewards which the socialists declare to be so satisfying, their one motive has been greed and selfish greed alone. Its hideous influence, they say, is as old as civilization itself, and the monopolists of business ability in Tyre and Sidon were as much its creatures as are their modern representatives in Berlin, London, or Pittsburg. Here we get to something like solid rock; for this assertion, unlike so many made by the socialists, has the refreshing advantage of being substantially true. Just as the desire of winning a woman is associated with the act of making love to her, so is the desire of possessing wealth associated with the act of producing it.

The only defect of this assertion is a defect of the last kind that one would naturally look for in those who denounce the narrowness of the orthodox economists on the ground that they confine themselves to a consideration of the one-motived economic man. For not even Mill or Ricardo would have maintained that actual human beings had no other desires in life than to make as much money as possible. They would have granted them, in theory at all events, some benevolent and unselfish feelings. But when we turn to the analysis invariably given by the socialists of the characters of all the men of business ability who have exerted themselves in the world hitherto, we find that even on occasions when these men have given most remarkable signs of apparent sympathy with others, the socialists have

been ready to denounce them as nothing better than hypocrites, declare that greed was their motive — unadulterated greed only. Thus, when the liberal manufacturers of Great Britain, about sixty years ago, advocated and aided in securing the abolition of the corn laws, declaring themselves desirous thereby to ameliorate the lot of the people, and provide cheap bread for the thousands who were famishing for the want of it, Karl Marx, who was then in England, declared that the sole motive by which these men were really actuated was the desire to reduce wages, and thus add to their own profits.

Now this assertion of the socialists does contain an element of truth; but the truth to which it bears witness, when shorn of its exaggerations, is this — not the men of business ability, and the great directors of industry, either are at present, or ever have been in the past, motived, as concrete human beings, by no other desire than greed; but that this motive is, as a matter of fact, essential to, and psychologically inseparable from, their activity as men of business; just as, on the socialists' own admission, joy in creation is inseparable from highest art of the painter or the love of some woman from the lover's efforts to win her, though no artist or lover ever lived who had not many motives unconnected with his paint box or his sonnets to his mistress's eyebrow.

When we are considering men as persons who can render some specific service, we have to consider their characters with reference to that specific service only. The specific service here in question is the exceptional production of wealth on the part of exceptional men; and the whole question we are now debating is merely how a society which was organized on socialistic principles, and whose distinctive aim was to deny to these exceptional men any wealth proportionate to the exceptional amount produced by them, will be able to secure their services, which the socialists admit to be essential. That they will not give their services, that they will not even develop their special faculties, without a motive of some sort, is admit-

ted by the socialists themselves. What is that motive to be? And the socialists themselves declare more vehemently than anybody that, so far as our knowledge of the past and our experience of the present can inform us, the class of men in question, in respect of their economic activities, are amenable to one motive only, namely, a desire for a share of wealth proportionate to the amount produced by them; and this is the precise desire that socialism would refuse to satisfy. In supposing, then, as they do, and as they are obliged to do, that some other motive in the future will take the place of this, they are supposing that human nature will, in some comparatively short time, undergo a change to which history, on their own express admission, affords no parallel, and that certain traits will disappear from certain types of character, which all the revolutions and movements of human life have, on their own admission, done absolutely nothing to modify, from the earliest dawn of civilization up to the present day.

It is a very curious fact that those enthusiasts who are most eloquent in declaring that this change will be easy, are the very persons who are most vehement in proclaiming that thus far there has never been a single sign of it. I have quoted the declaration of Marx, made in England about sixty-five years ago, to the effect that the men whose ability was at that time in England increasing the production of wealth as it had never been increased before, not only had greed for their sole industrial motive, but were susceptible of no other.

I will now give you one of the latest utterances of a distinguished living thinker, who, though differing from most socialists in many of his moral ideas, is entirely at one with them in their distinctive economic principles. I refer to Count Tolstoy, whose name I mentioned in one of my previous lectures. He, too, like socialists of the school of Marx, declares that ordinary manual labor is the source of all wealth. At the same time he, too, like socialists such as Mr. Sidney Webb, recognizes that some men are much more efficient

than others; and, with regard to these men, he says that so long as they continue to do what they do now, and have always done in the past—namely, to expect that their exceptional efficiencies shall be rewarded with exceptional possessions—"then inevitably whatever organization may be introduced, society will form a cone, and the most efficient men will be at the top of it." "Therefore", he says, "all that is now necessary for the deliverance of men from their sufferings is that they should emancipate themselves" from their present motives, and that each man, instead of seeking to possess in proportion to what he produces, should obey that eternal law which gives the highest possible social welfare" indiscriminately to "all everywhere."

This is all that is required, he says; and he speaks of it as a trifling change. It is a change, however, which unintentionally he invests with a very different aspect, when, in another passage remarkable for its shrewdness and candor, he explains his meaning further. The trifling change in question must of course take place among the men of ability, the men by whom labor is directed; but it is a change, he says, which must take place not among them only. For the motives which are at present operative among the capitalist on a large scale are at present universally operative among the mass of men on a small scale. "Any laborer," he proceeds, "whether educated or quite illiterate, is ready to express his indignation with the capitalist, and denounce the whole existing organization of society as wrong; and yet," says Count Tolstoy, "give this laborer, be he educated or uneducated, the opportunity of bettering his position by producing certain articles cheaper than others, or of buying land, or of organizing a business with wage paid labor himself, and in nine hundred and ninety-nine cases out of a thousand he will do it without scruple and defend his possession of the land, or his privileges as an employer, often more strenuously than the born landlords and capitalists."

What Count Tolstoy says here is no more than the truth. The exceptional

man's motive—namely, his desire for exceptional possessions—is merely the developed form of a motive common to all men; namely, the desire of receiving, as the result of personal effort, an amount of wealth which is, to say the least of it, not so small as to be grossly disproportionate to the amount of wealth which the personal effort has produced. In other words, this motive, which Count Tolstoy proposes to abolish, is, on his own admission, indigenous to the vast majority of mankind. If we confined ourselves to the language of socialists like Mr. Sidney Webb, the change in motive essential to the socialistic state would seem to be a change in motives which were peculiar to the exceptionally efficient minority; but Count Tolstoy corrects this view by his penetrating and twofold assertion that the motive requiring change in the minority is a motive equally ingrained in the character of the majority also, and that, in order to make a socialistic state possible, the whole human race must be remodeled, and not merely a class.

If only such a change in human nature could be accomplished, a socialistic state of some sort would follow as a natural result. In just the same way human nature could be so changed that men wanted neither food or clothing, or that they came into the world without any co-operation of the sexes, social changes would follow of a still more revolutionary kind. The economic constitution of society is, in its fundamentals, an image or projection of human character in its fundamentals; and the one can never be changed fundamentally until the other is changed fundamentally.

Is there, then, let us ask once more, any sign in the past history of the human race, or in the conduct of the men around us, which may lead us to think that the change now specially in question is likely to accomplish itself among human beings in general, and more particularly among those exceptional men on whose services socialistic labor would depend for its productivity—no less than does labor under the conditions that prevail today? And to this ques-

tion as we may now see on reflection, thoughtful socialists give three answers. One consists of those false and foolish analogies which they draw between kinds of activity, such as the artistic and the military, and those involved in economic production, which stand on a footing in many ways wholly different. Another answer, to which I have not previously referred, is based on a mood of mind undoubtedly prevalent among many of those to whom the socialists mainly address themselves—that is to say, men who, conscious of producing little, and quite willing to produce less, would be only too glad, to the utmost extent possible, to profit by the activities of those who produce more. Such men are ready enough to affirm, and may possibly believe, that if they were capable of exceptional production personally, they would be perfectly willing to distribute their exceptional products among their fellows; and they thus develop a volume of unreal sentiment, founded on mere fancies as to what they would do themselves if placed in positions for which all qualifications are wanting to them. Sentiment such as this, which can rarely be put to the test, is altogether delusive. As Count Tolstoy observes, and as experience amply shows, the very men who are foremost in denouncing as immortal and needless all desire for exceptional gain on the part of the employer and capitalist, are the very men who, whenever an opportunity offers, are notoriously foremost in exhibiting this desire themselves. The third answer is Count Tolstoy's own. Oddly enough he lays very little emphasis on it; but it is the only answer he gives us, and it is not without its value. Though nine hundred and ninety-nine men out of every thousand, be they rich or poor, laborers or employers of labor, are wholly untouched at heart by the motives which are one day to be universal, there is a minority of one in a thousand, who already have found salvation, and who actually are prepared to exert their productive faculties without any desire of special or exclusive gain for themselves. Count Tolstoy is undoubtedly right here. He knows

from experience that minds of a certain class do genuinely respond to the kind of doctrine that he preaches; and he probably feels that if this is possible among some, the obstacle must be trifling and removable which prevents its being possible among all. But if he thinks this, he has read history to very little purpose. Appeals, similar in spirit, though differing in form from his own, have been made to it any time during the past two thousand years; and men, in response to them all over the world have renounced both wealth and marriage. But the reality, and the permanence of a class willing to act thus, shows us how small it is relatively, and how incapable of extension, though absolutely it may comprise a multitude. The economic asceticism which Count Tolstoy preaches, which he himself recognizes as a condition of socialism, and which other socialists, without recognizing this, demand, is simply the economic counterpart of asceticism of the Christian or the Buddhistic cloister. As such it may, and indeed occasionally has, realized itself to some degree in small and detached communities. But the success of most of these has been due to the presence of some master mind, to which, on its disappearance, no adequate successor has been found; and the success has not been long, and has certainly not been considerable.

The socialistic principle has again, to some extent, achieved a practical expression in Great Britain in a somewhat different way—not in secluded communities but in industrial associations which go by the name of co-operative. The ideals which such associations aim at may be said to be completely socialistic. The ideal of the co-operator is a business firm in which the workers own the capital in absolutely equal shares, have an equal voice in the management, and draw each an equal share of the total profits in lieu of wages. In practice, however, this ideal has never been completely realized; still a sufficiently near enough approach has been made to it to render the fortunes of industrial co-operation instructive. Co-operative enterprises have

been of two contrasted kinds—those whose business was distribution, and those whose business was production; and between the fortunes of these two there has been a most signal and instructive difference. The distributive enterprises, which have merely been large shops, open to members only, and supplying these customers with goods at prices below the ordinary because the profit of the middlemen was eliminated—enterprises of this kind have met with considerable success; but co-operative attempts to produce the goods thus sold exhibit a notorious contrast to the success that has attended their distribution, and the reason is evident. In the process of producing a cheap watch, or lamp, or screwdriver, or colored and patterned fabric, far more special ability, far more more mechanical, chemical, inventive, and co-ordinating talent is required than in the process of selling them; and the higher kinds of ability—the main requisites of production—are precisely what co-operators, in proportion as they are really co-operative, find it difficult, and generally impossible, to obtain. We need not go into particulars. The general result is written on the face of history. The capitalistic system began to assume its modern form, as the socialists are constantly telling us, about a hundred and fifty years ago. Co-operative production was first attempted about seventy years ago. In seventy years the capitalistic system was dominant throughout Great Britain, and was rapidly spreading itself through Europe, while since that time it has become co-extensive with civilization. In seventy years the system of co-operative production has met only with success sufficient to be the index of its comparative insignificance. It shows besides capitalism as a tortoise shows beside an express train, or a plant of asparagus shows beside a towering oak. In Great Britain, for example, all the productive businesses which are co-operative in any socialistic or semi-socialistic sense, might be suddenly extinguished today without any appreciable effect on the national welfare as a whole. If a similar fate overtook

capitalistic production, the entire nation would, in a very few days be starving.

Thus, if we look back over the path which we have thus far traversed, we shall see that socialism has made two attempts to justify itself—attempts beginning at opposite ends of the scale.

(1) One is the attempt of Marx and his school, which represents ordinary manual labor as the sole producer of wealth.

(2) The other is that of the more thoughtful socialists of today, who more or less clearly recognize, though they do not openly say so, that the Marxian analysis of production is no better than nonsense. These men, so far as the machinery of production is concerned, are coming round to a view which is, in many respects, not to be distinguished from that of their most uncompromising opponents. They are coming to recognize that in the modern process of production the few play a part even greater than that played by the many—that the labor of the many is the unit which the ability of the few multiplies; and the only radical change which these modern socialists would introduce is a change in the character of the motives by which this ability is first to be elicited and then kept in a state of sustained activity. With the doctrine of Marx, that all wealth is due to ordinary manual labor and that capital represents mere passive monopoly, used as an instrument of plunder—a doctrine which is still the foundation of socialism as a popular creed—I dealt fully at starting, exposing its fallacies in detail.

Then the neo-socialistic doctrine, which recognizes the functions of ability, but maintains that the monopoly of ability can be practically broken down by simply depriving ability of its present motives to exertion, has been occupying our attention to-day; and we have seen that it is just as unscientific, just as visionary, just as puerile as the other.

I will now sum up, in general terms, the positive conclusions to which our negative criticism as to this special point leads us.

Just as the individual body is to the individual mind, so in societies, and in

modern societies more especially, are its material products and appliances to its social and mental life. Knowledge, thought, ideas, private intercourse are all dependent on an elaborate physical basis. This was so in the days when Christianity was first spreading itself. The Gospel message was carried along the roads made for the trampling of the legions, and the passage of the imperial eagles. The same things hold good to-day to a degree incomparably greater. Economic production is the basis—though often not felt to be so, any more than good spirits are felt to be dependent on the liver—of the mental and moral activities of the modern civilized world; and economic production depends, alike for its advance and its sustenance, on a fact by which the civilization of today is distinguished from all civilizations preceding it. This fact is the concentration on the productive process of the mental and volitional activities of exceptionally able men, to a degree in which such activities were never concentrated before. Such being the case, those countries or races have advanced fastest, which, besides being prolific in men of exceptional powers such as these, offer them the greatest inducements to develop their powers, and the greatest facilities for applying them in the widest and most efficient way. And what are these inducements?

I have no reluctance to adopt once more, for the moment, the word used by socialists as a term of contemptuous invective, and say that they consist of the prospect, secured by the constitution of society, of satisfying the exceptional man's economic greed in proportion to his economic productivity. In speaking of the desire here in question as greed, we need in reality no more to discredit it than we do by speaking of a man whom we happen to dislike, as *this* fellow. The vituperative meaning of the word is due to its derivation from greedy, which implies an inordinate desire for the sensual gratifications of eating; and the common opinion of men unable to produce great wealth, as to men who, because they produce it, desire

also to possess it, is that they desire to possess it first and foremost in order that they may constantly gorge themselves with the richest and most unwholesome food, or revel to excess in luxuries of a like kind. When a caricaturist desires to deride a plutocrat, he invariably draws him with a swollen face and a waistcoat bulging like a balloon. The bloated capitalist is a phrase that has become proverbial; and a similar phrase, belonging to an earlier period, "As drunk as a lord," still survives in England—the supposition being that a lord was a rich man, and that being a rich man, he would drink as much wine as he could hold. And no doubt many of the men who make great fortunes may be taxed with greed in this and kindred senses. But so may men in all ranks of life. One man may be as greedy over a sausage as another man is over an ortolan. A man may be as slothful in a cheap bed as in a dear one. He may luxuriate as idly in a rocking chair that cost a couple of dollars as he may in a gilded fauteuil which belonged to Marie Antoinette, and which cost, perhaps, two thousand.

The fact is that greed, if we take the word as meaning a mere physiological desire for the direct indulgence of the senses, forms a very small part of the motive which induces the most selfish men to the prolonged efforts in virtue of which they produce and augment great fortunes. Of this fact there are many incontrovertible proofs. One is that many of the greatest wealth producers have been men who, in their personal expenditure, have been exceptionally penurious. Another is that, when wealth is possessed on a great scale, the amount which the utmost ingenuity could expend on the satisfaction of personal greediness is comparatively small; and, in the case of the men who produce their tens of millions, is left far behind at a very early stage in their career.

The desire, therefore, of mere sensual satisfaction cannot be the main motive that prompts men to the production of great wealth. A key to the general question of what the main motive is by

which men on the whole are prompted to the production of great wealth is to be found in an observation of Ruskin's, remarkable for its penetration, and for the terse aptitude of its language. We must, he says, in considering human motives, draw a sharp line between men's "needs" and their "wishes." Their needs are bounded by constitution of the human body, and the promptings of the common affections. Their wishes, which make up three-fourths of their desires, are, on the other hand, what he calls "ROMANTIC." They depend on imagination, thought, and all kinds of indeterminate emotion. Thus the physical enjoyment derived from the scenery of a beautiful park is the same for the owner, and any stranger who happens to wander in it. The additional enjoyment which comes to the owner from his ownership is altogether mental, imaginative, or, as Ruskin says, romantic. In the same way the possession of wealth generally, and the desire to increase it, mean an enlargement of the general consciousness far more than any titillation of the nerves, or the pampering of any physical appetite. What are the forms of expenditure most characteristic, of the very rich men who have arisen in the world today? One is certainly the collection of works of art. Another, specially noticeable in this country, is the giving of great sums to educational and other public purposes.

It is impossible here to go into this interesting subject minutely—a subject closely connected with the economics of the modern world; but the facts of the case may be generally summed up in saying that the motive which stimulates the producers of great wealth to demand a proportionate amount of their great products for themselves, is not a desire for pleasure, but a desire for the realization of power; and when this fact is understood, the psychology of the question becomes perfectly intelligible. The monopolists of business ability—to return Mr. Webb's phrase—are men conscious of powers which are at first latent and internal. When applied to the production of wealth, these powers become externalized, developed, and re-

embodied in the wealth produced by them; and when thus re-embodied, they are at their possessor's service, ready to subserve his purpose in an indefinite variety of ways. Because very rich men will so often give vast portions of their riches to public purposes it may seem to some that they would still go on producing it, instead of being given away by them, these sums were taken from them by the state. Here we have another example of the puerility of socialistic psychology. If the sums in question were taken instead of given, the producer would lose the one thing which he primarily values in the transaction. He would himself lose all share in it. It would cease to be an expression of himself. Let anyone who thinks that, because a man is willing to give money away, he necessarily set no value on being recognized as the rightful possessor of it, ask himself, if, because he is willing to give a dollar to a poor man in the street, he would be equally willing that the stranger should steal it out of his coat pocket.

In any case the great truth remains

that in proportion as men of ability are essential to the progress and the sustentation of wealth in modern society, society as a whole, if it is to secure and retain their services, must concede to them by its constitution the terms that these men desire; and what these terms shall be, must practically be decided not by society as a whole, but with the exceptional men themselves. Society as a whole can no more determine that such and such a motive shall be sufficient to stimulate certain people than all the fishermen in the world can determine, by taking counsel together, that fish shall rise to flies which happen not to attract them.

Here we come to another aspect of our subject—to this question of the limitations of the powers of society—a question as to which even many highly educated thinkers think as loosely, and with as profound an inaccuracy, as they do with regard to the part which ordinary manual labor plays in the production of wealth. This question I must deal with when I next address you.

The Case of Katie Reed.

M. J. REYNOLDS, IN "THE AMERICAN MAGAZINE" FOR JUNE.

It was Miss Leighton who went to court with Katie Reed that last day, to hear the decision. Miss Anne Leighton, of the Plum Hill Settlement, had been instrumental in bringing the damage suit for the Reed girl against the Cramer Company in the first place. Then she had been called to the Pacific Coast to spend the winter with an invalid sister, and had only just returned. But she had kept track of the case in all its bearings, and was more excited than Katie herself when she accompanied her to court that morning. Katie Reed knew only that she had had a hand cut off, and that the judge would say that day whether she was to have money to live on, or was to be given nothing and become an object of charity. Miss Leighton saw this, and in addition she saw

a long procession of men, women and children, dependent on their two hands to make a living; minus an arm, a hand or a finger left under the knife blade of some machine, and all affected by this decision.

Anne was astonished to see Robert at the table around which the lawyers clustered as thick as bees, inside the railed space in the center of the court room. He had met her at the train late the night before, and they had had an hour together. But there had been too much to talk of for either to inquire the other's plans for the next day, and they had separated merely with an appointment for this evening.

Robert Halstyne was also surprised to see his fiancée, as she came in with the little Reed girl; and told her as much

in the one glance which he permitted himself to across the court room. Neither knew what the other was there for; but Anne dwelt admiringly for a moment on his clean, handsome, high-bred face, which already, though he was so young, contained that look of power which presaged a coming ruler of men. No wastrel was Robert Halstyn, although reared in a free living, free spending atmosphere. Throughout a college course, in which he had been a leader of his fellows, the common vices of men had had no power to touch him. Although she would have married him within a few months after she became engaged to him, still Anne was proud of the fact that he had held steadfastly to the determination not to marry until his income was what he considered reasonably commensurate with hers.

All these things ran through her mind in the moment or two before she fixed her attention on the court proceedings. She was proud of Robert. Anne looked about with a little curiosity. She had never been in this home of the higher tribunal before, although her self-imposed duties had taken her into various lower courts. She noted the frescoed forms that covered the walls, stately Greek goddesses symbolizing justice and the reign of law. She noted the names of great jurists inscribed on the windows of the dome; the ornately carved screen of rare wood that rose behind the judges' bench; and seated before it, those five men in black robes; silverhaired, some of them; grave, almost solemn, all of them, as befitted the judges of a high tribunal of a great state. Anne had seen some of the most beautiful rooms in the world, but it seemed to her she had never felt in one of them such an atmosphere of dignity and of power. It was impressive, almost too impressive. Anne felt like a very small atom, brought in contact with a vast machine, a mighty, organized system set in operation by a sovereign people for its own protection and defense. She got a new sense of the power and immensity of civilization.

She forgot these things as the judge began to read his decision. The lower

court had awarded Katie Reed five thousand dollars damages for the loss of her right hand. The accident had been directly due to her employer's violation of a statute which required a guard upon the particular machine which the girl tended, and her livelihood was dependent upon her earnings. The statute had been secured, after great exertions, by a combination of Settlement workers and tradesunionists, and this was the first case which had come to trial under it. The company had appealed the case, and now the highest court of the state was reviewing the history of the matter in technical language. Anne bent every faculty to catch the full significance of the learned judge's remarks.

He admitted the direct violation of the statute by the employer. But, he claimed, the girl's constitutional freedom of contract was affected by the law. He quoted the constitutions of the state and the United States to show that the property rights of citizens were protected by the fundamental law of the land. The right to labor was a property right, he said; and any statute depriving the laborer of that God-given right was in direct violation of the quoted articles of the state and federal constitutions. The freedom of contract was a right gained by labor through long and painful processes, in the days since all labor was slave or serf; a sacred right, not to be lightly meddled with by statute. The constitutional freedom of contract of the girl, Katie Reed, gave her the right to assume all risk of operating an unguarded machine, and no statute could deprive her of that freedom, for which men had fought and died in ages past. Her very act in keeping at work at the unguarded machine really constituted a contract with her employer to waive all claims for resulting damages. The decision of the lower court was reversed.

Anne listened almost stunned, as she heard the long efforts of herself and so many others thus set at naught in five minutes; and by what seemed to her so strange, so bizarre an interpretation of the law; so confusing a defense of the rights of labor. She gazed around,

half dazedly, and an enlightening flash assaulted her inner vision. For one hideous instant the veil was torn from civilization, and she saw all this stately pomp and paraphernalia, not as the defense of justice, but of injustice; the barrier behind which insolent privilege entrenched itself to prey upon those whom it sought to exploit. She saw the quiet splendor of this room, the opulent dignity of those men in robes, resting on and supported by the meager forms of Katie Reed and her like.

The iron entered her soul. The churches call such things conversion, when the whole course of a man's life is changed by one sudden burst of enlightenment. But it happens outside the church as well as in. Anne knew that in that instant her life and her viewpoint of life were changed.

Sixteen-year-old Katie Reed, with the stub wrist hanging at her side, knew nothing at all about the matter when the decision was finished. She raised her big blue eyes questioningly to Miss Leighton. Anne clasped the girls' cape about her shoulders.

"Come home, Katie," she said chokingly: "I'll tell you about it when we get out."

But in the confusion of the court's adjournment Robert came hurrying towards them, his face radiant with pleasure and enthusiasm.

"Wasn't that great, Anne?" he exclaimed as he grasped her hand exultantly. "I tell you I've worked to knock out that law. This victory means a lot for me—for us. Wasn't that a great decision?"

Anne withdrew her hand and looked at her lover.

"Do you mean to say," said she, "that you were counsel for the Cramer Company?"

"Indirectly," said he; "they insure with us, the United Employer's Insurance Company, you know. We handle all their damage suits. This is the biggest case our company has ever turned over to me yet, the biggest because it meant so much to all our clients to have that law declared unconstitutional. It's a step up for me, I can tell

you. Anne, what's the matter with you? Aren't you glad I won?"

Anne passed her hand across her eyes. "I don't know," she said coldly. "I can't talk about it now. I must go home with Katie Reed. No, I don't wish you to come with me. I will talk with you about it this evening."

And all the congratulations of his confreres could not prevent young Halstynne from leaving the building with the light of enthusiasm quenched in his face.

"But I cannot understand you," he said that evening, as he stood before her in the beautiful library of her own home, the soft firelight glinting on the richly tinted books and draperies. It was the room in which he had proposed to her and had been accepted, and was especially dear to them both. Anne, in a long clinging white gown, sat in a great chair of dark leather, and Halstynne stood before her, his face set and hard.

"What am I to infer?" said he. "You have claimed to love me for two years. And yet you side with this unknown girl against me. Who is the girl? What is she to you? Why should you place her interests against mine? And in the most important case I have yet had, a case affecting great manufacturing interests, a case after which many older lawyers congratulated me today upon my victory—you seem to blame me. What does it mean? Are you tired of me, and seeking to break our engagement?"

Anne did not answer for a while, but sat steadfastly studying him.

"Robert," she said finally, "is this the means to which you look for advancement in your profession? Defending employers against suits of persons injured in their establishments, and getting laws passed for the protection of workers in dangerous trades declared unconstitutional?"

"Why, certainly," said Halstynne; "that's the business of the company by which I am employed. We insure employers against the damage suits of employes. You knew it. I have talked to you of my cases a number of times."

"I didn't understand," said Anne.

"We offered the girl fifty dollars," continued Halstyne; "that would have paid all her expenses. She refused it, and now she will get nothing. I don't think the people who prompted her to that course were her friends. I supposed it was some shyster lawyer after half the damages. I'm surprised to know it was your Settlement crowd. You'll grow more practical, Anne, after you've seen more of the world. The girl had no ground at all. The guard was right there. All she had to do was to adjust it."

"But if she had adjusted it," said Anne, "it would have limited the output of her machine, and she would have been discharged. Other girls had tried it, and were discharged, so she knew."

"Very well, then," said Halstyne coolly, "when she chose to operate unguarded machinery she deliberately assumed all risk. By that act she contracted with her employer to waive damages in case of injury."

"But Robert," said Anne, leaning forward, with hands clasped nervously, "is there really freedom of contract when one party must enter into the contract or lose his means of livelihood? To preserve real and actual freedom of contract, shouldn't the state protect the weaker party, so as to place him on a basis of equality with the other?"

Halstyne strode up and down the room. "Anne," said he, in a voice of uncontrollable irritation, "you are the most utterly impractical person I ever saw."

"Perhaps I am," said Anne; "I don't know yet. I'm trying to find out. There's another side of it. It seems to me it isn't a case of Katie Reed alone, but a case of the public welfare. The girl's right hand has been cut off. For all practical purposes she might about as well have been stricken with paralysis. She can never earn her living again. No store, no factory, no housewife will ever employ her. She isn't of the class that can rise above such a handicap in the business world. Few people could. No man of her class will ever marry her. A workingman's wife with only one hand would be too impossible. Her parents will support her for a time, but she must

eventually become a public charge. She is only sixteen years old. The state may have to support her thirty, forty, fifty years, and into the bargain lose all the productive industry of which she would otherwise have been capable in that time. The state must incur all this loss and all this expense, in order that your company might make a few extra dollars per week by the output of that machine. I am a taxpayer. It seems to me I have an interest in the matter. Why should I be obliged to help support Katie Reed for the benefit of this company?"

Halstyne continued his restless stride. Finally he stopped squarely in front of her chair.

"Is this the way you are going to check and frustrate me right along?" he demanded. "Is this the sympathy you are going to give me? Is this the way you are planning to help my career through life?"

"Oh, no," said Anne quietly, with a note of finality in her voice. He understood her—understood that she meant she would not interfere with him, because she would not marry him. The thought sobered his intense anger.

A gloriously beautiful peasant girl might have made Halstyne's senses thrill, but she could not have held him two minutes. It was the exquisitely patrician quality of Anne—of her beauty, her personality, everything about her—which had dominated his critical and fastidious taste. He was proud to be her accepted lover, and no woman who could not inspire in him this pride could ever have held him.

"Anne, Anne," said he, "do you understand what you are doing?"

She rose, her white hand resting on the great oak table.

"It's no use, Robert," she said steadily. "Our point of view of life is too different. It is as far apart as the poles. The fact that we have not realized it in two years shows how little our natures have really touched."

She drew off her engagement ring and laid it on the table.

"Anne," said Halstyne, "do you rea-

lize that you are changing the course of our two lives on account of a difference of opinion over a lawsuit?"

"It isn't that, Robert," she replied; "it's a difference in the whole plan and scope of our lives. There could be no sympathy between us on anything. It would color every act and thought. It's radical."

The scene of the afternoon surged up in her mind and sent one brutal sentence from her lips, avenging on Halstyne all the hatred and disgust she had conceived for the five men in black robes and the whole system they represented.

"Go," said she, "and live on the blood and bones of Katie Reed if you like. I don't care for such fare."

In one instant love changed to hate in Halstyne's face. White and icy he turned to go, but paused at the head of

the table to say with a deadly sneer, "It is my misfortune that I am at present obliged to earn my living in the way you so delicately indicate. If my father had done it for me as your's did, I should be spared the necessity. How do you suppose the money you live on was made?"

"Out of profits on Katie Reed and her kind," replied Anne promptly. "I beg your pardon, Bobbie, for what I said. It was outrageous. We are all in the same boat together—the same dirty boat. I don't know as I shall ever get out of it myself. But I want to—if I can find out how—and you don't. That's the difference between us."

Halstyne left the room. The big library was silent, and the firelight played over the beautiful head of Miss Leighton, bowed on her hand as she sat motionless before the fireplace.

Curbing a Human Flood.

BY JOHN ELFRETH WATKINS, IN "THE TECHNICAL WORLD MAGAZINE."

When the powers that make our laws at Washington were confronted of late with the fact that they were admitting aliens through our gateways at the rate of a Philadelphiaful per year—or a Bostonful plus a Baltimoreful, if you would prefer it that way—they "sat up and took notice," as the saying is.

Frank P. Sargent, the Commissioner General of Immigration, with diagrams and charts as long as your arm, and statistical tables, and sound logic, too, had begged and pleaded and pleaded again for power not only to obtain for us a smaller quantity and better quality of immigrants, but to drain and distribute the stagnation of idle aliens which, this generation past, has been accumulating, deeper and blacker, in a few overpopulated areas of the land. He had given proof of how these areas of alien concentration—these foreign "colonies" in certain big cities—were breeding idleness, pauperism, disease and crime while the great, broad, sunlit expanse

of land to the south and west was standing undeveloped for the lack of men of brawn. As a result Congress gave us a new immigration law before it shut up shop in the spring.

The new law goes into effect July first. It provides the immigration service with machinery for a more equal distribution of aliens among the states, and for skimming deeper into the old world scum now floating Americaward upon the seas. It excludes classes of weaklings and degenerates admitted hitherto, requires steamship companies better to protect the health of our future citizens en route and affords the arms of government greatly renewed strength with which to strike a blow at the traffic in immoral alien women.

On July first the Commissioner General of Immigration will open, in his bureau at Washington, a "division of information" whose function will be according to statute, "to promote a beneficial distribution of aliens among

the states and territories desiring immigration."

An official in charge will gather from all available sources useful information regarding the resources, products and physical characteristics of each state and territory. This information will be published in different languages, and will be distributed at the immigrant stations among all admitted aliens who ask for it.

Properly accredited agents of the states and territories will be admitted to the immigrant stations and will be given access to newly admitted aliens. These official promoters will point out to the newcomers the special inducements for settlement offered by their respective states. But to protect the aliens who, particularly at the great Ellis Island station, will run the gauntlet of these state boomers, Commissioner General Sargent will frame strict regulations, and agents violating these will be denied the privileges of the stations. Some of the states, particularly those of the south, already maintain immigration bureaus, and these will appoint the agents sent to the immigration stations. Other states desiring immigrants are expected to organize such bureaus before July 1. Practically the whole of this educational campaign will be waged at the Ellis Island station, New York. Through its portals passed last year 880,000 of the 1,057,000 aliens admitted to our shores.

The great demand for immigrants in many sections of the south and west is disclosed in many urgent appeals which Mr. Sargent has been receiving. These come especially from agriculturalists, mine owners, manufacturers and railroad officials. But despite this demand for them elsewhere, a majority of our immigrants are still pouring into the sections where they are least wanted and where the least chance of work awaits them. They are avoiding the sections where they would be welcomed with open arms and given remunerative employment, not only because of the lure of city life and the desire to be near their countrymen, but through ignorance of the real opportunities offered them in the south and far west.

In spite of the clamor for immigrants which has been coming with increasing appeal from the thinly populated regions of the country, over seven-tenths of the aliens who passed through the immigrant stations last year said they were going to settle in already thickly populated centers. Over one-third of them said they were going to make their abodes in New York state; more than one-sixth, in Pennsylvania; one-twelfth, in Illinois; and almost as many in Massachusetts, while next ranked those bound for New Jersey.

In other words, there set out for New York last year more than enough newly arrived aliens (374,708) to populate a second Buffalo; for Pennsylvania more than enough (198,084) to fill another Providence, or two Scrantons; for Illinois sufficient (86,539) to duplicate Richmond, Va.; for Massachusetts an ample number (73,863) to fill a Trenton N. J., and for New Jersey enough (58,415) to fill another Hoboken.

Those destined for the north—the North Atlantic and South Central states, amounted to ninety per cent. of all arrivals. Only 4 2-5 per cent. were bound for the west—beyond the Mississippi—and only 4 1-5 per cent for the south. Ohio alone got more of these aliens than either the whole west or the whole south. Such is the state of affairs against which Mr. Sargent's new information office, reinforced by the states and territories, will wage its educational campaign.

This clamor for more immigrants is louder in the south than in the west. But there was a day, not so long ago, when our southrons—despite their traditional hospitality toward their own countrymen and their own caste—held out to the immigrant but a cold hand of welcome.

The south's change of sentiment on this subject has been both recent and marked. It now offers a splendid field for the newcomer with brawn and energy. It has millions of acres of cotton, cane, rice and tobacco lands that have never been cultivated. Indeed Louisiana alone has 19,000,000 acres of vacant land out of a total of 26,000,000, and it

is estimated that not more than one-eighth of the cotton lands of the whole south is under cultivation. In Louisiana there are more than a hundred immigration societies and in Maryland there are still more. But neither these nor the similar organizations in other southern states have been looking for the Hungarians and Russians now flocking into the north in superabundance. The south has been calling for the good old Teutonic and Keltic stock which settled the country in its first days—the English, Irish, Welsh, Scotch and Germans, in particular. Yet, climatically speaking, the Italians are, of all of our immigrants, those best suited to the south, and moreover they now constitute the largest racial class of our immigrants. The supply of these far exceeds the demand, in the north. They have proved to be successful farmers where they have so far settled in the southern cotton and sugar plantations. The great lumbering companies of the south are commencing to employ them and it is estimated that more than 100,000 are working in the southern Mississippi valley. They have there begun to purchase little farms, to build good homes and to put money in the bank. They are reported to be prompt in paying debts, and to have improved morally as well as financially since arriving. The younger of these Italians do not wish to return to Italy. This longing, common to the older ones has caused their race to be generally disliked in America.

Somewhat of a set back to the immigration plans of a part of the south will however, be given by the contract labor exclusion clause of the new law. Some months ago the state of South Carolina made arrangements by which an immigrant ship was run directly from Bremen to Charleston and the state paid for the tickets of many of the immigrants, who undertook the voyage in consequence of more or less specific promises of employment. Certain labor unions raised the protest that this method of enticing aliens to our shores would be a violation of the contract labor clause of the new law, and the

Attorney General has ruled that they are correct. However, other southern states have since sent representatives abroad to endeavor in some manner to arrange for direct steamship lines to our big southern ports.

A wise reform provided by the new immigration law is the requirement that more and better steerage space per immigrant be given by vessels. One of the first acts of Oscar Straus, after assuming office as Secretary of Commerce and Labor, was to look into this question. He has been abroad many times—in fact, is of foreign birth—and has taken a personal interest in the condition of the poor immigrants *en voyage*. He at once appointed a commission to go over the question carefully. The old laws were not especially regardful of the comfort of the hordes of immigrants pouring in from the countries of the old world. They were made largely from the viewpoint of the welfare of this country. Of course all present day alien legislation is enacted on a similar basis, but wherever possible, the physical well-being of the immigrant is more strictly attended to. Secretary Straus could sympathize with the stranger in his crowded steamer quarters. It was his opinion that since modern steel vessels now have so much more room than had the old-time vessels the advantages should be shared with the poor immigrants. The framers of our immigration law, at the instigation of the commission mentioned, have made provision, in substance, as follows:

Each adult immigrant will be assured 126 or 140 cubic feet according to whether he is on the upper or lower steerage decks. Those on the upper steerage must have at least eighteen square feet of deck surface and those below at least twenty, and there must be seven feet from deck to ceiling, so to speak. On the lower steerage decks less than seven feet from floor to ceiling may be allowed if there is thirty square feet of floor space per passenger. This same extra allowance of floor space must be made also if light and air are admitted to the steerage through apertures averaging less than three square feet

to every one hundred square feet of deck surface. Sailing vessels must allow at least one hundred and ten cubic feet per immigrant, and will be forbidden to carry passengers in any "between-decks" or in any space having less than six feet from floor to ceiling. That vessel owners may have ample time in which to make these alterations, this wise reform will not go into effect until January 1, 1909, after which all ships bringing immigrants or other steerage passengers to our ports will have to comply or pay \$50 fine for each passenger not given the required space and fresh air.

Of course if we are to breed a healthier race we must import healthier parents for that race; and the new law takes this into account. The former law closed our gates to certain mental, moral and physical defectives, but the new law increases the number of excluded classes.

It bars out consumptives—all "persons afflicted with tuberculosis." The white plague is thus specifically mentioned for the first time in an immigration law. The fact that this grim disease is claiming about 146,000 of our population per year, which is more than the annual mortality average of both armies in our Civil War, sufficed to move the framers of the new law to this reform. Science has lately pointed to the fact that consumption is particularly prevalent in this country among foreign-born inhabitants who have settled in localities differing in climate from those to which they have become habituated in youth at the old home.

And then there are added to the list of excluded classes all imbeciles, feeble-minded persons and those so defective mentally and physically that their ability to make a living is affected. During last year in particular there was noted by the examining surgeons of the immigration service an increased number of weak-minded or imbecile aliens, whose cases were not so marked as to justify the diagnosis of idiocy or insanity required by the old law, but who, nevertheless threw serious doubts on their ability to support themselves.

That immigration has by now nearly skimmed off the cream of the old world's peasantry must indeed appear to anyone who compares the medical reports made by our immigrant inspectors in recent years. Lately there has been a significant increase of persons who under the old law have had to be passed by the immigration surgeons, but who have been marked as of "poor physique." This marking has implied that the subject has been undersized or poorly developed; has feeble heart action, arteries below the standard size, etc.; in other words, as one of the surgeons explains, that he has become physically degenerate, and, hence, is especially undesirable as a citizen.

"That the physical and mental quality of the aliens we are now receiving is much below that of those who have come in former years is evident," says Commissioner General Sargent. He recently instituted an investigation of the charitable institutions of the country, and actually found 30,000 alien paupers, including lunatics, in our public institutions, besides 5,000 more in private institutions. Then he found about 10,000 alien criminals in our penal institutions, making altogether a grand total of 45,000 aliens in institutions, all but 5,000 of them supported at public expense. In addition he found in these institutions about 65,000 naturalized foreigners. New York state was found to be supporting 12,440 insane criminals and pauper aliens; Pennsylvania, 5,000; Massachusetts, 5,400; and Illinois, 3,350. But the most striking fact gathered by the Commissioner General was that while in the United States there are seventy-five citizens to each alien there are in our insane asylums and poor-houses only six citizens to each alien.

The new law further provides that any alien woman or girl found to be living the life of a prostitute at any time within three years after entering the country shall be deported. This provision will give the government a powerful weapon with which to attack the "white slave" octopus, which has become so formidable of late in New York and other large cities.

But in the hands of the unscrupulous

police of some cities and of other subordinates in the machinery of government it would be a powerful instrument with which to exact blackmail from the innocent.

Women constitute only a small minority of our immigrants. It has always been so. Last year with the 764,463 men admitted to our land there came only 336,272 women. In his quest of picturesque human types the artist can search the whole world over, but no single spot can offer such a variety of womankind as is to be found at Ellis Island—the funnel-neck through which the old world pours into the new.

Lacking only the background of their home environment, he finds passing through this labyrinth of mysterious aisles and entryways, the Dutch maiden in her quaint white cap, the bareheaded girl of southern Italy with her gold-hooped ears, the olive-skinned Arab beauty with black eyes flashing the fire of the east, the broad-lipped maid of Russia, the broad-browed miss of Switzerland, the freckled colleen of old Erin,

and the bonny Scotch lassie with her sandy hair. There is scarce a hat in a whole shipload of this raw material out of which is to be molded our future Venuses. There are head scarfs and head shawls of all kinds, all colors, all materials; from all countries, all climes, all points of the compass. Today they enter the land of promise, bag upon back and all their worldly goods therein. But, what a metamorphosis within only a season hence, or even a month! Nowhere on the continent whence they come would such a transformation be possible. A peasant passing from Russia into Germany, France, Italy, Spain, or from any of these lands into the other would still remain a peasant.

The vast majority of our newly-welcomed alien women are good and pure. But there are webs drawn across the very portals of our immigrant stations—webs whose meshes are fashioned to catch them. Dire punishment is to be meted out also to these spiders which prey upon the innocent maidenhood of the old world's peasantry.

What is a Radical?

HENRY H. HARDINGE, IN "THE PUBLIC."

The term "radical" is now as much used, and also as much abused, as was the term "anarchist" a few years ago, and "communist" before that, and "democrat" back of that; and with the same object: to discredit the man or woman who has the brains, the honesty and the moral courage to advocate just but unpopular measures.

Why should a just measure be unpopular? Simply because Justice in its application to human affairs is very imperfectly understood, and in its broad and fundamental concepts scarcely understood at all.

However, the stream of human life is constantly rising. It is governed by many laws, physical, mental, moral, spiritual. The most powerful forces in the world today are moral. This is the strength of public opinion and will

ultimately govern the relations and affairs of man. The peace congresses, societies, conventions and conferences are abundant evidences of it. The growth of the spirit of arbitration and conciliation is still further evidence. And all these movements are countenanced, aided and fostered by people who are either downright "radicals" or have their faces turned in that direction. The constantly upward trend, the moral uplift of mankind, is due to the "radical" not to the "conservative." The world owes nothing of its progress to self-styled "conservatives." They are brakes on the wheels of progress while progress is climbing.

What is it that intelligent "radicals" demand? Simply this, that every person born into the world shall have an equal chance in the world and to its

use. Never was there a fairer or more equitable proposition. Never one more self-evident. Never one more difficult to challenge or disprove. Never anything more in harmony with the Golden Rule or the highest moral concepts of man. But the massed ignorance, cupidity, selfishness and privilege of the world opposes it. The "radical" demands that men shall be just to each other, that privilege shall cease, that brethren shall not disinherit each other, but shall share equally the bountiful gifts of nature. Is it not simple and fair? Yet men and women who advocate these generous and wholly admirable principles are sneered at as "radicals" by the favorites of power and privilege, who call themselves "conservatives."

Now note the position of the adversaries of the "radical," of those who call themselves "conservatives." With the extreme unction born of machine-made piety, cant, and intellectual plus moral indolence, they arrogate to themselves all the virtues of society as well as most of its property. They hate justice, while "radicals" love it. They believe in special privilege, while "radicals" advocate equal rights. They promote political putrescence by buying legislatures, courts, juries and every purchasable thing pertaining to our political and social life, and do it in such sinuous and respectable fashion that only a few persons more sophisticated than the rest ever suspect or know the vast and incredible uncleanness that lies beneath our political and social

structure. But the "radical" demands political purity.

The "conservative" forces in society are generated by the unholy, unchristian, unwholesome and utterly indefensible desire to get wealth without earning it—precisely the same motive that inspires the burglar. I'll have none of it. If to be a "radical" is to oppose what these "conservatives" stand for, then I am a "radical," and you may "make the most of it."

To be a radical is indeed honorable. Every inventor is a radical in this, that he is doing something never done before. The "conservative" says, "Let well enough alone," but he never proves that the thing he defends is well enough. He simply takes it for granted. But if you want to make progress you must not take things for granted. Never assume that your predecessor in any line of human endeavor has reached finality. We are men, not gods, and men are fallible, very much so—especially the "conservative," who like an ancient owl on the branch of a dead tree in a dead forest sits and hoots the hoots that have been hooted for a thousand years.

The reason that it has been so difficult to civilize the American Indian is because he is such a hidebound "conservative". All savages possess the same characteristic in a marked degree. The high tariff "stand-patter" in this regard bears a striking resemblance to the savage. Extreme "conservatives" and savages have at least this in common, that they are both opposed to progress.

Signs of Progress.

BY THE REV. CHARLES STELZLE.

To say that because there is today three times as much social unrest as there was twenty-five years ago, therefore social conditions are three times as deplorable, would be absurd. No one would insist that the present uprising among the Russian peasantry indicates

that conditions in that country are worse than they were when the common people were too thoroughly under subjection to protest, no matter what their condition. The world is growing better. Crime seems blacker because there's more white to set it off. The present social

unrest is one of the most hopeful signs of the times. It is made possible because of what has already been achieved, social conditions in New York City, for instance, were worse one hundred years ago than they are today.

There were never so many agencies at work in our cities to purify them.

For years the church and the labor union have been raising the standard of living among working people, each in its sphere. Only the pessimist sees the eddy in the stream, which seems to indicate a backward course. The flood in the midst of the stream shows the real tendency.

Stranger Than Fiction.

A True Story of the Carolina Coast.

BY MARY MOORE DAVIS.

My father cannot write stories because his education was cut short by reverses of fortune which occurred to his people as a result of our civil war.

When a very young boy he was left to make his way alone in the world. Equipped with only five months' schooling and having no trade or vocation he has found the struggle for existence so unremitting as to preclude the possibility of acquiring further book learning. But he has had many and varied experiences. The one which I am about to relate has at least the merit of novelty and truth.

Many, many generations ago, an ancestress of his, a daughter of a colonial governor of North Carolina, was demanded of her father, by Teche, a pirate, who infested the coast of Cuba and the shores of the Carolinas. Declining to accept the governor's refusal of his daughter's hand in marriage, Teche and his crew seized the young lady and hurried her aboard ship where she was compelled to become Teche's wife.

Although this pirate's chief theatre of action was in the homeward bound course of the Spanish West Indiamen, yet his favorite hiding places were in the inlets of the Cape Fear river, and the sounds of Topsail and Wrightville, North Carolina.

To the latter sound he usually repaired after a successful cruise and while his crew spent their time in noisy revelry, he spent a part of his in securely hiding his booty. As he went on these hid-

ing expeditions, always entirely alone and as he persistently refused to confide any sort of knowledge to any one of the locality in which he had buried his treasure, his secret died with him when he was killed in resisting capture in Charleston harbor, South Carolina.

In the year 1868, long after the doings of Teche had become traditions to the Carolina coast people, my father was acting as a guide for a young artist and taxidermist whose purpose it was to make pencil sketches of that part of the Carolina coast which had been blockaded by the Federal fleet during the civil war, and to get suitable background for some pictures which he designed painting. These pictures were to represent the capture and burning of confederate blockade runners, the destruction of the government salt works and the bombardment and capture of Fort Fisher. Incidentally it was his intention to make a collection of stuffed wild fowl native to the coast.

As the little sail boat containing father and the artist, rounded a small island sparsely covered with a kind of scrub oak peculiar to the Carolina, Georgia and Florida coast, a fine blue heron took wing from the marsh grass and after beating about in a half circle, alighted on the dead bough of an oak about fifty yards distant.

The artist raised his gun, aimed and fired. When the smoke cleared away the heron was seen hanging head downward still convulsively clutching the

limb with his feet. On landing and climbing the tree to secure the bird it was found that what had seemed a bough was in reality an almost entirely decayed barrel stave nailed to the tree and pointing downward at an angle of about 45 degrees.

My father did not say anything about the stave until evening when they had put in at Wrightsville to spend the night. He mentioned it then to a fisherman named Sneed, whose people have lived on the coast time out of mind. Sneed started as if struck by a sudden idea and then said hastily that he had run a splinter under his finger nail in making the boat's rope fast to a piling. He had agreed to take care of the sailboat and had just taken charge of it.

After supper father and the artist lingered long upon the veranda admiring the fine moonlit view looking seaward. Suddenly a bright light flashed up in the direction of Scrub Oak Island. It was such a light as might come from a brush wood fire. Its appearance at that hour of the night seemed very strange to father. A subtle sort of intuition suggested that Sneed had gone over to investigate the meaning of the stave nailed to the tree.

He told the artist what he thought about it and they decided to sail over and see what was going on. But on arrival at the shore where they had left their boat, they found that it was gone. All the other boats owned at Wrightsville except Sneed's were then in use at the banks' fishing station, which was not accessible by land. On inquiry at his house it was found that Sneed had

also sent his boats to the banks late in the afternoon, so there was no possible chance of reaching Scrub Oak Island unless some boat should come over from the banks on the morrow. Bright and early next morning my father and his companion strolled along the shore to the point at which they had landed on the previous day, and somehow were not surprised to find their boat again securely tied to the piling at Sneed's boat house. It did not take them long to reach the island. On arriving there their attention was attracted by a slight smoke arising near the oak where the heron had been shot. Going up to the spot they found that a long deep hole had been freshly dug, about fifty feet from the oak, and lying upon the ground near the hole was the remains of a large piece of tarred canvas. Just beyond the canvas was the fragments of a rotten ship's chest. All around were finger marks in the sand as if something had been raked together and picked up. Footprints led away to the beach where the imprint of a boat's keel upon the sand—the dragging impression of a rope, and a piece of drift wood driven into the ground forcibly disclosed the story of the night's work. Sneed disappeared and remained away nearly two years. The impression was that he went to Mexico where he could exchange Spanish coin for American money without exciting suspicion. Anyway on his return he bought a valuable estate upon which the Sneed's still live and no one doubted that he purchased it with Teche's buried treasure which his kinsman, my father, narrowly missed finding.

World Peace Work.

From the Washington Star.

The Hague, July 6.—The hypocrisy of the Hague must be apparent to any student of international politics who looks beneath the surface of things. Idealists like Andrew Carnegie who found temples of peace undoubtedly do have some faith in the good time com-

ing when the battle flags of the world are furled at a parliament of nations, but it will not soon be forgotten by more practical men that the first peace conference was suggested by the Russian czar and that he has had more trouble since the suggestion of the conference than his

ancestors before him. From the time he first broached the peace conference down to the present he appears to have had the great lesson that "international law is only brute force" brought home to his attention in a thousand ways, foreign as well as domestic. He has been compelled to confront what was probably the greatest war since the American civil war—in the extent of its operations certainly greater than the Franco-German war of 1870—and he has had one continual round of turmoil from one end of his dominions ever since he mentioned the peace conference a number of years ago.

It is, of course, impossible within the limits of a modern press dispatch to trace all of the troubles in connection with the various thrones of Europe, but the interesting question is raised—a question of far greater import than the question of armament or disarmament—the question of how wars are really to be prevented in the future unless the various nations club together to suppress rebellions and revolutions. And if so the question is naturally suggested whether this would mean the greatest good to the greatest number the world over. Of course, those most interested in these international peace conferences almost always declare that it is not the intent of the promoters of these peace parliaments to interfere with domestic affairs.

But these men forget how the thrones of Europe are locked and interlaced by things like intermarriage—they forget the thousand and one racial, religious and family reasons which are likely to cause one ruling family to interfere in the event of trouble in an adjoining state. Continental Europe may best be described as a field of cattle. And when the cattle commence with the hooking it is difficult to even venture a guess as to where the hooking will stop.

THE KAISER'S POSITION.

Leaving out of the question the fact that the kaiser, for instance, opposes disarmament as much on account of the socialists as because of the fact that he is practically sandwiched in between Russia, Austria, Italy and France, it

is curious to note what a revival there is just now of the activity of pretenders to certain thrones. And all of these things suggest serious problems, far beyond the reach of The Hague. For instance, Dom Miguel of Braganza has allowed himself to be interviewed, and has intimated that he would not be disinclined to direct the destinies of Portugal; a meeting of 1,500 Carlists has just been held at Madrid to consider the interests of the Spanish pretender, Count von Meyernburg, who has put forward a claim to the throne of Luxemburg, while the partisans of Comte d'Eu both in France and South America are actively agitating the restoration of the empire of Brazil.

These are only a few of the many things which might upset the most carefully laid plans of any peace parliament ever held. For while it might be very pretty in theory to say that one nation need not interfere with another in the event of domestic strife, the history of the world shows that most of the great conflicts between nations have had their origin in just these things.

In Portugal, for instance, the rumors of a dynastic crisis may have been exaggerated, but there is trouble enough to satisfy any person fond of intrigue and trouble. It is true Senor Joao Franco, the premier, has against him the majority of the peers, a strong, minority of the cortes, the council of state and the republicans. He has cut a Gordian knot by dissolving the chamber and has been governing the country in a fashion that suspiciously resembles a dictatorship. All this would appear dreadful in a constitutional state, but in Latin countries such trifles are taken for granted and do not trouble the party in power very much. The opposition usually shrieks treason until it gets into power and then it proceeds to do the same as the others—so on to the end of the chapter, after the fashion of the endless chain.

WOULD GOVERN WITHOUT PARLIAMENT.

Senor Franco, however, has taken care to put himself technically in the right, so far as the constitution is con-

cerned. His adversaries declared that he intended to govern without a parliament for the next three years, but he has given them the lie by fixing the elections for November next. It is true that this is the latest date allowed by the constitution and that in the six months that will elapse before his cabinet is under control a good deal may be done by a man who is practically in the position of a dictator.

It must also be admitted that the changes which have been made in the Franco cabinet are not calculated to add to its prestige. For instance, in the selection of the minister of finance—the most important portfolio of all when it comes to the running of a country without a budget—the choice of Senor Franco fell on Senor Martins de Carvalho, a deputy whose property had to be seized in March last for the exaggerated dilatoriness he showed in paying his taxes.

This somewhat cavalier fashion of treating public opinion has roused the fury of the opposition to such an extent that a deputation rushed off to Seebenstein in Austria to ask Dom Miguel of Braganza to accept the crown of Portugal. Dom Miguel promptly signified his willingness to do so. It cannot be said that the bluff, but good natured Don Carlos, is exactly adored by his subjects, but between mild unpopularity and deposition there is a wide gulf. However, it can readily be seen that from things like these might readily spring international complications between Portugal and Austria.

A PRETENDER'S CHANCES.

A pretender who has much more serious chances of success in his claims than Dom Miguel of Braganza is the Count of Meyrenburg, the claimant for the throne of Luxemburg, though it is rather difficult to see on what the claims are based. The present Grand Duke of Luxemburg, as is well known, is a dying man. The ministry has already commenced to consider the question of the succession. It has been proposed that he shall be succeeded by his eldest daughter (the grand duke has no sons), a girl thirteen years of age, and that

a regency be appointed till she comes of age.

Against this Count Meyrenburg has protested and claims the throne as the nearest male heir. This he undoubtedly is to a certain extent, but not in a fashion that would, according to continental usage, allow him to succeed. He is the son of the late Duke of Nassau by his marriage with Madame Pushkine, the daughter of a famous Russian poet. As the duke's wife was not of his rank, he could only marry her morganatically. She was given the title of Countess of Meyrenburg by the Prince of Waldeck-Pyrmont and this title is borne by her children. One of the daughters is married also morganatically to the Grand Duke Michael of Russia and bears the name of Countess Torby.

MORGANATIC OFFSPRING.

As children of a morganatic marriage by continental usage cannot succeed to the title of their father, it will be curious to see on what the Count of Meyrenburg bases his claim to the throne of Luxemburg. He will probably have a strong backing from Germany, which would like to see a German prince on the throne, and he may probably count on a certain amount of Russian support. This will not, however, help him much, unless perhaps it could be used to diminish the opposition in France to the succession of a German prince. Time was when the question of the succession of Luxemburg might have been considered as almost certain to bring about an international war.

One potent reason why little in the way of permanent results is to be expected is the failure to invite the representatives of the pope of Rome. As a factor for peace the holy father is undoubtedly the most powerful in the world. Of course the theory is that only sovereigns representing temporal possessions are to take part in the world's peace-making, but no peace can be lasting which does not take into consideration the great power possessed by the Catholic Church.

No ruler living at this moment wishes

to provoke a war for war's own sake. But all agree that certain questions can be submitted only to the arbitrament of the sword. The conference of The Hague can say no more and need say no

less. Admirable sentiments will be expressed in phrases of exaggerated emotion, but Europe will be fortunate if some of these peace conferences do not end with a long and bloody war.

Tuberculosis Work at Clinton Prison, New York.

Dr. J. B. Ransom, the physician in charge of Clinton Prison, states that at the present time it would be difficult to find an advanced case of tuberculosis among prisoners in the State of New York except as found under special treatment awaiting transfer to Clinton Prison. The State of New York has been the first to make a special prison for tuberculosis prisoners, providing for their treatment at Clinton Prison in Dannomora in the Adirondack Mountains, where on the 1st of May, 272 prisoners suffering from tuberculosis were being treated in accordance with the now universally accepted methods of rest, good and sufficient food and fresh air. The new ward recently added to the prison has been of great help in the treatment of the men and furnishes a curious contrast to the old dark, tuberculosis-breeding cells. It is constructed with a high vaulted roof ceiling extending upwards to a distance of 35 feet, thus affording an ample air space and permitting a great amount of light to come in through the large windows on the four sides of the ward.

The idea of thus furnishing special treatment at this prison for tuberculosis patients has grown out of the fact that it was found by experience that these men did much better at Clinton than in any of the other prisons. Owing to this a custom of transferring such cases to this prison had become established in 1890. Continued agitation and the excellent results which were obtained in cases transferred to Clinton, in time led to an awakening to the general necessity for better sanitary conditions in the prisons and this with special treatment at last adopted at Clinton, resulted in such a great reduction in the death

rate from tuberculosis in the prisons of the State, that in the period from 1896 to 1901 there were but 72 deaths, as compared with the 253 in the previous five years. At the present time when a physician in Sing Sing, Auburn, or East N. Y. Reformatory finds by examination that an inmate is suffering from tuberculosis, he places him in a special isolation cell until a sufficient number has accumulated to warrant transfer to Clinton. Upon admission to Clinton the prisoner is stripped, bathed and given a careful physical examination and his family and his own history taken and recorded, if it is determined that he is suffering from tuberculosis. If found to be in an active stage of the disease, or in a weak or exhausted condition, he is at once admitted to the hospital and very careful instructions are given to him about the care of his sputum, so as to reduce the chances of his communicating his disease to others, and in general the usual hospital treatment in vogue at tuberculosis hospitals is followed. Those prisoners who are able to be up and about are given simple physical exercises in the out-door court which is in connection with the hospital, where the patients are required to stay in the morning and afternoon of each day whenever the weather permits. A certain amount of medical treatment is also given them, although this is subordinate to the physical and dietetic. The diet which is prescribed daily by the physician is aimed to be as nourishing as it is consistent with the means at the disposal of the prison authorities. It includes cereals, vegetables, meat and eggs principally. Owing to the favorable results already obtained at Clinton Prison

there is in many quarters a belief that the work of caring for consumptive prisoners should be extended far beyond its present limits and that a separate institution should be the next step in dealing with this question of tuberculosis in prisons. It is a well established fact that a prison environment and life is specifically favorable to the development of tuberculosis, the mortality from this disease being variously estimated by the best authorities at from 40% to 55% of all the deaths occurring in the prisons of the world. There are many cases where mortality from this disease has reached as high as 80% and at one time in this state it was 75% of the total deaths. It is stated by an authority on the subject that by far the larger number of cases of tuberculosis found among prisoners are developed while the prisoners are un-

dergoing some of the stages of imprisonment.

In support of this contention attention is drawn to the unsanitary architectural arrangements of nearly all of the prisons of the past and many of those of today. Tuberculosis is essentially a house disease, and it is well known that dampness, lack of sunlight, and fresh out-door air, added to the crowded conditions to be met with in most prisons, are also potent agencies in the development of tuberculosis. Coupled with this are the depressing effects of incarceration, and the mental and bodily strain incident to the necessary prison discipline. One of the most constant factors in constituting the so-called predisposition to tuberculosis disease is an unstable nervous system. The age and sex of the prisoners are also predisposing causes.

The Red Flag.

BY THOMAS J. WHALEN.

In nation's index the red flag stands for Morocco, an empire or sultanate, in the northwestern part of Africa. It contains about 230,000 English square miles, with a population of about 8,500,000. The inhabitants consist of Moors, Berbers, Arabs, Negroes and Jews, with various intermixtures between these races, so the red flag carried in our country by the natives of Morocco when coupled with the flag of the United States, would be in keeping with good citizenship and show a loyalty to the land of their adoption, and love for the United States.

The red flag in the railroad world, and in the railroad fraternity represents "danger, stop, consider what is ahead and proceed with caution."

The red flag used alone, as it is being used in the United States, should be prohibited by law, the same as the use of the stars and stripes for individual gain is prohibited in the United States, and a bill should be put through congress

prohibiting the use of the red flag alone, in form of a banner, or float, with words inscribed denouncing our President, any public officer of the United States, or any law or set of laws on our statute books.

The tendency to use the red flag by certain people is growing, and I can not see where it will ever bear good fruit, or can the ones that use it explain, any more than to say "they live in free United States," and if they see fit to use the red flag they will do so.

I witnessed a parade a few days ago, of men who were following the leader who was carrying a red flag in the form of a banner, acting in behalf of Moyer, Haywood and Pettibone. I could not help thinking that such an effort would do more harm than good, for the poor fellows who were to be tried for the murder of the late ex-Governor, Frank Steunenberg, of Idaho, who was assassinated December 30th, 1905. Organized labor, I know, regrets very much

that President Roosevelt in speaking of Moyer, Haywood and Pettibone used the words, "undesirable citizens."

I have a weakness for the president, although a democrat, for I know he is honest and sincere, and will at all times act according to the dictates of his conscience. We are all human and liable to make mistakes in words or actions. However, I know the president will do all in his power coupled with the law, to assist Moyer, Haywood and Pettibone in securing a fair and impartial trial, and it is the plain duty of organized labor and every fair minded American citizen of the United States, but, beware of the red flag, it does not stand for any particular religion, or do the followers profess any. On the contrary, they profess doctrines that would destroy our country, and our form of government.

As a rule men who uphold the red flag are foreigners who do not understand that such demonstrations would not be allowed in their own native countries. Such demonstrations will not help Moyer, Haywood and Pettibone. The red flag in the United States can not help them, nor can anything outside of our laws and the efforts of the able lawyers who are to defend them. Such demonstrations under the red flag is what caused the assassination of our late President, McKinley, and might influence the passions of a mob so that some one of them might assassinate our admirable and honorable president, the same as one was produced to assassinate President McKinley.

The Father of our Country, President George Washington, said, "No state could be permanent without men of conscience and religious convictions."

Ways and Efficiency.

BY C. R. STEWART.

In an interview given out by the Associated Press March 19th, the official head of an extensive railway system, after playfully slapping Mr. Roosevelt on the wrist, by referring to the recent semi-panic in Wall street as the result of "brush fires started by the President," made the statement that "notwithstanding the increased wages, the standard of efficiency among employes was deteriorating," and gave as his reason "because of the necessity of employing so many inexperienced persons, and the impossibility of enforcing discipline." This same gentleman made a similar declaration for public consumption once before, and if we, who claim that one of the principle aims of the Order is to promote the standard of efficiency of its membership, permit such a public statement to go unchallenged, we will stand convicted of false pretenses, before the bar of public opinion. At no time, within the recollection of the writer, has the hostility towards railroad man-

agement been so acute, so general and so widely expressed as now. The real sufferer, the general public, is beginning to take notice of things, being urged on by representative citizens and the conservative press.

While everyone conversant with transportation matters admits the present exasperation, over the demoralization of traffic to be well founded and pardonable, yet he also knows that overwhelmed as they are, by this deluge of business, it is, at times, beyond the power of the captains of transportation to either regulate, or hold their own, with these unprecedented conditions. But this same general public, from its humblest to its most exalted citizen, has the undeniable right to inquire if everybody connected with the trouble is doing his full share towards the betterment and overcoming of these embarrassing circumstances. Are the managers and employes working to the best of their facilities? Are the present methods of handling freight

equal to the occasion? If not, who is to blame?

In the long run the judgment of the public will be fair and impartial. But just now the facts are wanted. It does not assist the truth seeker when the self-hatted manager decries the efficiency of his employes; neither does it advance the logical conclusion when the horny-handed employe points the derisive finger at the administrative failures of the officebred superintendent, for, although these divergent opinions may be partly true, they furnish no key to the solution of the problem nor do they point the way toward relief.

In all probability, the efficiency of all concerned in the movement of freight, reached its zenith when crews were given a train they could handle, and were then held rigidly accountable for schedule time. And it is equally probable that the restive shipper will never know the joys of prompt delivery again, until methods of handling men and trains return in a measure, at least, to the same standards of "lang syne," before the cheaper-per-ton-per-mile-fiend sang his siren song into managers' ears and hypnotized him into hauling impossible trains.

But coming nearer home, those may be, in the absence of explanations, apparently good reasons why the lack of accomplishment, would seem to sustain the contention of this official, although his employes, in energy and intelligence, were among the best. Is it not just barely possible that what they lack principally is opportunity? There is a limit to all things, and especially to human endurance. It is only a question of time, under prevailing, I might say, abnormal conditions, when the most trustworthy and responsible employe ceases to be amenable to discipline.

For the purposes of this article we will assume that the term "employe" does not include the heads of departments, but presumably the rank and file. And let us suppose, for illustration, that it requires from twenty to forty-five hours to move a train over

one division; that forty per cent. of its recently acquired rolling stock is out of commission owing to a protracted disagreement with machinists; that a conductor and a brakeman are given a train which requires four or five monster engines at once, with the inevitable disaster to draught rigging attendant upon such methods; that the condition of track maintained by cheap "Peon" labor, negatives the regaining of lost time; that the employes grow accustomed to seeing important freight side-tracked thirty miles from destination, for periods varying from three weeks to three months; that the manager cannot tell a shipper where his car is along the line, notwithstanding the marvelous accuracy of modern car accounting, and that thirty per cent. of trainmen's compensation comes from overtime. Of course this is a suppositious case, but its counterpart is doing business, not over one thousand miles from here. Possibly these conditions, unknown to the general public, but extremely familiar to the employe, might furnish the explanation of the alleged deterioration in efficiency, and also prove that the lack of accomplishment is but the natural result of an endless uphill fight against adverse conditions, amid surroundings fatal to discipline.

While what he says about the scarcity of experienced employes, is true now, it was not the case when the former declaration was made, because at that time this magnate with one stroke of his pen could have done away with the age limit rule, together with many absurd features of physical examination, thereby securing the services of first-class, competent men, in abundance. To be sure, many of them might have been over forty years of age, some of them shy a finger or a thumb, others incapable of counting the ticks of a watch held eighteen inches from the ear, and a few unable to name all the delicate shades of color in materials used for ladies' fancy work; still they were thorough railroad men whose previous service had given them the training and the wealth of matured judgment which can only come

to man in one way—by long years of experience. And I repeat, such men were available then in abundance.

To be strictly fair, I will concede that this official did not say in so many words that the deterioration was out of

proportion to the piled up difficulties, but I submit that such was the intention of the statement for publication, and certainly where the facts are unknown such will be the impression upon the public mind.

The Story of a Labor Leader.

BY REV. CHARLES STELZLE.

Raised in the middle west, where he learned the painter's trade, the man of whom I speak developed into a leader among his craftsmen because of his superior intelligence. He perfected the organization of his union until it became a model among the labor unions of the city, and then he began to improve the condition of other working men in town, forming a central labor union, of which he naturally became the president. Seeing the need of a labor organ, he put into it about \$1,500 which he had accumulated as a mechanic during fifteen years of hard labor, and thus it happened that when I met him, he was the editor of the local labor paper, president of the local trades assembly, a vice-president of the State Federation of Labor, and an organizer for his national federation.

In many respects his story was a typical one. And because it was typical it told of experiences which are not always familiar to the man who knows all about labor leaders because he has "read about them in the newspapers and in some magazines."

The physician had ordered him to take a rest. He looked as if he needed one. With sunken cheeks and hollow eyes he sat before me in the little room in my hotel, telling with tremendous earnestness something of the things he had passed through.

"My wife said to me last night, 'Papa, you worry too much about these labor matters.' But I replied: 'I can't help it. I can't stand by and see the boys downed.'"

Somehow to most men the average labor leader is a man who is more famil-

iar with the saloon than the home. And yet the labor leader is very much like other men, with the same heartaches and—the same temptations.

"The boys nominated me for mayor two years ago," he continued. "There were five candidates in the field. One of the candidates offered me five hundred dollars to get out of the race. The candidate of the leading party in town came to me one day accompanied by three of his workers, with the proposition that they would nominate me as a candidate to serve on the board of public service, and that the machine would elect me, provided that I declined to run for mayor."

"The Mayor is simply a figurehead, anyway," they told me. "If you were to serve on the board of public service, you could give the laboring men something definite, because you will be in a position to help disburse the finances of the city."

"Is that so?" I answered. "Why don't you give us the figurehead job, then, and keep the board of public service yourself?" O, they are a foxy lot!"

Producing a receipt for goods sold to the city, he said:

"In our city no office-holder is permitted, according to law, to sell anything to the municipality. There is the name of one of the leading officials in town, indicating that he was paid for material which came out of his store.

"Talk about the enforcement of law, we working men are not afraid of the enforcement of the law. We'd like to see it enforced. If that should happen, I tell you there'd be some loud

squealing by some of the most respectable citizens of this city.

"Several of the unions over at the mill entered into a contract with the bosses which was to be in operation for two years. The contract has still six months to run. About a week ago the men were told that they would have to accept a reduction of eighteen per cent., or the mills would be shut down. If the *men* had violated the contract, every newspaper in the country would have printed it. As it was, the matter was not even mentioned.

"Tomorrow night we are to have an election at the primaries. The men who are selected will have the disposal of a big contract for school books. The — Book Company has placed money enough in town to elect all of their men. I was approached last night in behalf of the men who are owned by the company, but I turned down their proposition so hard that they did not know themselves.

"They tell about the lawlessness of the workingmen in this part of the country. There is lawlessness, of course, I don't deny that. But I have had a standing offer of fifteen dollars reward for the conviction of any lawbreaker about here who bears an American name. I still hold my money. The convicted men are all foreigners. The people expect men like John Mitchell to control a crowd that even the militia cannot handle. There isn't a labor leader in the country who can manage these foreigners. Most of them are a pretty rocky lot, anyway. They come over here and live like brutes, on small wages, setting the standard for the American working man. They don't suffer any particular hardships, because they are accustomed to such things. Just as soon as they earn five hundred dollars they could go back home and live like kings. They pay a dollar a week for lodging, and sleep five in a room. When they work double shift, the night men come in and occupy the beds just vacated by the day men, so that the beds are always in use. I know of a small house near the railroad track—and it is a type of a good many in town—in which they

have crowded twenty-three men, every one a foreigner."

Then followed a story of the grossest immorality indulged in by the laborers in these boarding houses as a part of the "privileges" which come to them in payment of even so small a sum as one dollar a week. The horror of it all was positively shocking. It did not seem possible that these things could be in this beautiful little American city.

"Some of these fellows live in box cars owned by the railroad company. They are placing twelve men in each car, and pay them forty-eight cents a day less than they are paying other laborers. Then they boast of their philanthropy because they are not charging the men anything for the use of the cars! As a matter of fact, they are receiving nearly six dollars a day for the use of their old box cars, which can be of no further service to them."

I was shown some photographs of half a dozen of the cars in question, bearing out the story as it was told by the labor editor. The sanitary conditions had become so vile that the city authorities were compelled to clear out the entire enterprise.

The account of the failure of a cotton speculator had appeared in a morning paper. Turning to the picture of the operator, the labor man went on:

"That's the sort of thing that makes a fellow hot. A chap like this will boost cotton so high that factories all over the country are compelled to shut down, throwing thousands of people out of work. It's the poor people who have to pay the taxes and the high prices every time. Look at the ship building trust! That matter and others like it have been talked about so much in the newspapers that the average workingman has come to believe that all business is a trick, of which he is the victim. Somebody must pay the dividends for these inflated enterprises, and who pays them if the workingman doesn't? Anyway, he isn't getting all that is coming to him, and he knows it. It's no wonder that there are so many socialists and anarchists."

"O, no, I am not a socialist," in an-

swer to my question. "The socialists are a sorry lot in this town. One of them—my former partner in the paper—did me out of \$1,300. No, they're no good; some of their principles may be all right, but I never yet met a socialist who begins to measure up to them."

"What do I think about unions being incorporated? Let me tell you what happened in one of the big shops in town. You probably know something about the Employer's ——— Association, which promises to keep the bosses posted on all the affairs of the union. One of their representatives approached the secretary of a union which I organized recently, and offered him fifty dollars a month in addition to his regular wages to become a spy for the concern. But he didn't know his man. The secretary knocked the fellow down, although he probably succeeded in buying somebody else. It is the policy of their agents in the shop to oppose the organization of the labor union; but, failing in this, they are instructed to become very enthusiastic in the affairs of the union, trying to have themselves elected to office, so that they may serve on the executive committees. It would be an easy matter to have these spies lead some of the men into doing something which is contrary to the law, with the result that the entire union would be held responsible for the outrage and as happened in the Taff Vale case in England, the treasury of the union would be depleted as the result of a suit for damages. If the unions should become incorporated, it would be very easy for this corporation to smash practically every labor organization in the

country. On its face the proposition is a fair one. It would be all right if everybody else were all right. But it would be a death blow to trade unionism under present conditions.

"When an outrage is committed during a strike, for instance, it is usually the work of an individual—sometimes in the union, but generally outside of it—who is acting on his own responsibility. The labor unions of this country as a whole are not lawless, and they do not deliberately plan the slugging and the destruction of property which is usually attributed to them. Some union men rejoice when the scab is laid out, or when the property of an unfair boss is destroyed; but that is because it is human nature to enjoy seeing your opponent get the worst of the situation. I have known some bosses who have become jubilant when the unions 'got it in the neck.' I tell you none of us are just what we ought to be, and the devil has a pretty good grip on most of us.

"It is no snap to be in the labor movement. A man gets it from both sides. I have found in running a labor paper that nearly every other man has a 'hammer'—he is a 'knocker.' Just as soon as some other fellow gets half an inch higher than he is, he has it in for him and for the editor, and then there is trouble. Working men are the most ungrateful lot of fellows that you ever worked for. They have never supported my paper, and I have always stood by them. It has been supported by the 'single ads' of the business men. But I'm going to sell the paper and go back to my trade, where I can at least make a living."—St. Louis, Mo.

A Word for Mother.

S. E. KISER.

Bessie Jones is very pretty, so is Mabel Spencer, too;
Bessie's eyes are big and brownish; Mabel's they are soft and blue;
Sister's beau says that he loves her 'cause she's pretty, but, gee whiz!
There ain't none of them as lovely—no, not half—as mother is.

Bessie's cheeks are red and dimpled and she's got long, fluffy hair;
Mabel she's so pretty people talk about her everywhere;
Sister must be awful lovely or she'd not have no rich beau;
Mother ain't as young as some girls—gee but she's good lookin' though!

EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

C. D. KELLOGG, Editor.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

Organized Labor and Wages.

President Mellen, of the New York, New Haven & Hartford Railroad Company, is reported to have said recently, that "I regret to say, so far as the organized labor item is concerned, that I am meeting a constantly decreased efficiency with every increase granted in wages." On the face of it that seems to be quite a severe arraignment of organized labor, and it is quite too bad that Mr. Mellen did not go a little further and tell us if his unorganized labor was going down hill at the same pace, then we could have drawn a comparison that would have been worth while. Taking the statement at its face value the inevitable conclusion would seem to be that there must be something inherently wrong with organized labor, either in its theory or teachings, or in its workings. Let us ponder these a minute. The fundamental theory of labor organizations, labor unions, is that the good of each is the concern of all; surely no possible fault could be found with that so far as theory is concerned, because that is absolutely so. Of course practical application of the theory shows a very attenuated concern in many instances, nevertheless proper search will discover it. We may say that taking a tub full of water out of the ocean does not re-

duce its volume to even a remotely perceptible degree, which is true, however, the fact remains that there is absolutely less water in the ocean. The teachings of organized labor simplify, amplify and epitomize the theory which underlies it. In working out the theory or in working to it, it is probable that we fall short of a true measure of the opportunities, or even the obligations, under which we work, but that is simply another way of saying we are human. Anyone who knows anything at all about organized labor, knows full well that it *does* teach earnestness of purpose, uprightness of action and faithfulness to duty—that the interests of our employers are our interests, actually, absolutely and without equivocation; indeed leaving out of the equation the factors of *right* and *duty*, and we still have left the factor of self-interest, which in a large majority of cases would be controlling. Perhaps there is no road in the country, on which the self-interest factor would cut more of a figure than on the one over which Mr. Mellen exerts his wise care, and to the upbuilding of which he brings to bear his ripe experience. The road runs through one of the most densely populated sections of the country, laborers therefore are abundant, the employees,

generally speaking, have been with the road quite a number of years, and it is hard to think that they have been kept out of sympathy or sentiment—we do not believe they have been. It would be quite interesting to know how Mr. Mellen would answer the question, "Is it constantly becoming less safe for passengers and freight to be transported over the New York, New Haven & Hartford Railroad?" We hardly believe he would answer it in the affirmative, or at least not for publication, and if he answers it in the negative then we would be led to understand that he did not mean to include in the statement those members of organized labor in train service.

An editorial in the New York Times suggests a truly deplorable condition to which the country is rapidly hastening, and commiserates with Mr. Mellen in the following pessimistic wail: "President Mellen is not the first to notice the decreased efficiency of labor during prosperity, nor is it noticed for the first time now. Sociologists know very well that shorter hours and enlarged incomes frequently result in self-indulgence, too often in modes of living which reduce physical capacity for work, rather than in storing up surplus earnings in a reservoir for effort when powers fail.

History teaches us, as indeed do many modern instances, that a plethora of wealth tends to diminish the intensity of interest one is expected to manifest in his business, but we do not remember to have seen it charged against a railroad that it paid its employes so much that it "tended toward a constantly decreased efficiency," and we incline to the belief that such a view may safely be left out of consideration.

It has been our pleasure to travel over some parts of the New York, New Haven & Hartford Railroad, and the first impression, deepened at each successive trip, was that we had never seen trainmen, give their work such very close attention, so on the alert to every phase and condition of their duties, so positively saturated with their employment. We speak from long experience and observation in train

service, and we know whereof we speak.

Logically speaking the term "a constantly decreased efficiency," predicates a time when the efficiency was better than it is now. Perhaps we are to look back to a time before which the modern safety appliances were in operation. It probably took more strength and less brains then to look after the conduct of trains than it does now, or putting it another way, it takes more brains now to understand and look after the automatic couplers and air brakes, than it did to couple with the link and pin couplers and to twist brake wheels. But many of the men now in train service have come up from that time when efficiency was better, to the present time, and we are not inclined to think that, that former service acted as anything but a help to the present service.

There is no more natural thing in the world than, that as the service intensified and became more complicated, the brains necessary to cope with such conditions must develop, must grow commensurately with the growing complications; and furthermore what could be more natural also than for wages to be increased in proportion to the more brainy service. In truth that condition is becoming more frequent in every phase of human activity through the introduction of labor saving machinery, and brain labor always has and probably always will command a higher rate of remuneration than muscle labor. However, it is very questionable indeed if taking all conditions of life and living into consideration, wages have been increased in the last twenty years. We are aware that statistics show a proportionately increased wage for the increase in living expenses, but actual experiences seem strongly to contradict statistics.

It is quite likely, in view of all the considerations to be taken into account, that either Mr. Mellen was misquoted or else we have failed to grasp his meaning, because certainly no member of a labor organization would admit for an instant that its efficiency is constantly decreasing—indeed we know it is the desire of organized labor to have its efficiency constantly increase.

The Personal Factor in the Labor Problem.

In commenting upon an article by Mr. Hayes Robbins in the *Atlantic Monthly* for June, the *American Review of Reviews* makes the following introduction and comment: "It is frequently asserted nowadays that the personal or human element, in the relations between employers and wage-earners has been virtually effaced by the advent of corporations. Indeed this has been generally accepted, and cynics have spread the belief that conscience, goodwill, desire for justice, and inclination for mercy are all matters of a past age, having no legitimate place in the labor market of the present, wherein the impersonal, machine-like aggregation of capital snaps up the offer of the labor organizations for the commodity it had for sale—the muscle and brain power of its members."

It hardly seems cynical to us to assert that the human or personal element has, not only virtually but actually, been effaced, by the advent of corporations, between the heads of such and their employees. It is quite possible that the kindly feeling for the worker that should actuate the feelings and doings of corporate managers is or should be just as dominant now as ever but from the very nature of the case we know that as personal contact between them decreases personal interest decreases also, but surely the personal element can be delegated. We don't see any reason why we should try to beguile ourselves into thinking any differently, as for instance; supposing a good sized flouring mill on one of the little streams in Minnesota the manager or owner of course knew every man who had anything to do around the mill, and perhaps knew every member of his family and their peculiarities, but does anyone think that the same conditions exist in the great Washburn-Crosby mills in Minneapolis? Certainly not as it would really be out of the question for the president of that mill to be personally acquainted with every employe in the mill. Neither is this an isolated case because such conditions

exist in almost every large corporation—indeed we believe that in some large manufacturing establishments the employes are not known by their names at all, they simply have numbers, surely one could not be charged with cynicism if he asserted a lack of the personal element in such cases! Nor do we think we are wrong when we assert that managers and directors of large corporations do think of labor as a commodity to be bought and paid for just as they would think of buying and paying for the raw material entering into their finished product. Indeed we do not take the disconsolate view of it that Mr. Robbins indicates when he says: "Whether well founded or not it is worth noting that hardly any attitude could be imagined better calculated to dry-rot the fiber of personal, moral responsibility in industrial relations. If it is true of the employer, its effect upon the workingman is quite as unfortunate. If the personal element has gone out of modern industry, if there is no hope for the man who toils except by pitting his impersonal economic power against the equally impersonal rock of capital, the logical attitude of labor to the employing interests must be fundamentally hostile." We must confess that it is quite impossible for us to see how, by granting the affirmative of the question indicated by the above "ifs," that therefore the fundamental relations between labor and capital would be proved to be hostile. Or putting it another way, if the personal element has gone out of modern industry, does that relieve the laborer from moral responsibility to his employer? We think not. Perhaps it is rather violent use of the phrase "moral responsibility" to make it synonymous with "hostility," but Mr. Robbins does it and it is perhaps not without aptness. However, and without any regard to the personal or impersonal element in its relation to labor and capital, and in whatever stage of the world's labor problem you please to look, it seems to us an absolute truth to say

that the two forces of labor and capital always have and always will be hostile. That is to say capital will probably always think it is paying enough for labor, and the workers will probably always think they are not being paid enough—in that sense we use the word "hostile"—and in reality we cannot see how personal contact would very materially change those feelings and relationships, or at best they would change them only very slightly, and then only in particular instances. For instance, if a man living in New York owned a railroad in California and visited it only, say, once a year, he would of course not know the men who really do the work, and it is possible that his presence on the ground might be a source of inspiration to the employes, and we can easily imagine how it might be just the reverse: but his absence does not seem to us a sufficient reason to "dry-rot, the fiber of personal, moral responsibility," and we do not believe it does. At first thought it may seem a rather cold and heartless thing to say that "there is no hope for the man who toils except by pitting his impersonal economic power against the equally impersonal rock of capital," but reduced to its logical conclusion it seems to us that that is the exact truth. Man works for wages with which to care for those who are dependent on him, and while we do not disparage or hold lightly the element that is *plus* after the wage is received, still that *plus* don't buy any groceries or dry goods for the children of the workingman, nor did it in the olden time when the *plus* was more common than now.

Mr. Robbins makes the following quite pregnant thought, although starting with an "if,"—"If an inexorable abstraction, labeled 'our industrial system', is responsible for whatever happens in the economic world, the somewhat natural question for the workingman becomes: 'Why not seize the the system itself, and run it for our own benefit?' In other words, this loss of confidence in the saving grace of the personal equation undoubtedly underlies a very considerable part of current

socialist and quasi-socialist sentiment."

We don't think our industrial system is an inexorable abstraction—abstraction perhaps, but an abstraction from the best thought and experience of those who have marked its evolution with their endeavor and influence, or psychologically speaking it has been and is an abstraction of growth, of working for the best, a continually increasing betterment of business methods financially and morally; there has been no dropping off of certain qualities in order that another, already selected, may be considered alone. And of course this view of it completely does away with the ideas of inexorableness—it is substantially not inexorable, or in other words it is peculiarly exorable, changeable, and from the very nature of the human element in it it must continue to be. We are mindful, of course, of what the socialists say and of their desire to seize the system and use it for their own benefit, but we doubt very much if they would know what to do with it after they had seized it, certainly thus far they have given us no reason to think they are capable of being a benefit to the present industrial system, or of bettering it if they had the chance—there is a mighty deal of difference between doing something and everlastingly finding fault with what is being done. And we do not believe there is any considerable number of workingmen who are in favor of seizing anything that does not rightly belong to them, nor do we believe there are very many workingmen in favor of any very radical change in the present industrial system. Undoubtedly the socialist sentiment would be just as persistent regardless of the quantity and quality of the personal equation.

We know that every day and every day men in the ranks are assuming official positions, that employes are becoming employers, but these changed positions and conditions do not nullify any law of human nature nor repeal any of the conditions of human existence. It seems as if this amounts to an axiomatic truth, because whatever the corporation, be it large or small, its policies are

made by men and carried out by men, and men cannot become economic abstractions. Now regardless of the very great changes in the business world, it seems to us that the element of personal contact has not so much changed between employer and employe, as has the point of contact changed, or been altered to conform to delegated authority: or as our writer puts it, "the foreman question today is one of the most vital points in our whole scheme of industrial relation." Of course this applies to labor organizations equally as well as to corporations, and this fact if more generally observed by corporations, would bring better results, and fewer strikes would take place. To regard the workingman as an "economic problem," to be driven with mechanical regularity, is a sad mistake. "The things that divide us," says he, "are seen, but are temporal; the things that unite us may often be unseen, but are eternal."

By a system of frank and cordial recognition of the contribution made by the employe to the prosperity of the enterprise, by trusting the men themselves, and letting them feel they have a friend "at the top," much trouble may be averted. To treat all fairly, to do the best that the business will permit, to give free and unprejudiced hearing to reasonable requests and grievances, and to discuss these matters in a respectful, business-like way, will go far to promote good feeling and loyalty among workmen.

Harm sometimes comes from the personal factor. For instance, when

a labor leader in conference with an employer feels exasperated at his treatment, his wounded pride sometimes moves him more than the industrial issues involved. Certain employers, also, through arbitrary policies, brutal methods, and offensively domineering individuals appearing in behalf of labor, reach conclusions that bring regret and loss. Could there be any greater indication of the need of tact, intelligence, and reason in labor leaders and industrial managers alike, in dealing with labor questions?

Citing several cases where labor union officials enforced the contract made with employers, when the men under them seemed likely to disobey, he says: "Contracts amount to nothing without men of the necessary courage and honor to enforce them. Whatever of business ability and prosperity may be at stake in the case, hangs upon the extent upon which these personal qualities stand behind the bond." The possibility of discharge for presenting a complaint indicates lack of good executive management, and has given rise to the "business agent." For employers not to meet outside representatives Mr. Robbins has a withering contempt. The privilege of stating complaints is the vested right of the workingman. "This right of conference is the safety valve whereby the labor steam outside the capitalist boiler finds its necessary vent without blowing up the boiler." In conclusion he says: "Our need is not so much to discover brand-new patented 'systems', or guaranteed panaceas, as it is to *re-discover each other.*"

Can America Assimilate the Aliens?

The whole previous record of this nation gives an affirmative answer to the question, or at least it has always extended the invitation to come and the inference and hope has been that assimilation would follow, or in some way take place. In the years that have gone we

may assume with much right that to this country have come the cream of the old world aliens—that is to say, those who were best able physically, to bear the privations and hardships naturally to be expected by those who go to a new country. Sometimes one is inclined to

think that if the best have come, then profoundly to be pitied are those who remain.

We are informed that one day in the spring of 1906, more than fifty thousand aliens landed in New York in four days! Probably most of them had a fear lest they should not be allowed to land; probably none of them cared a rap whether we wanted them or not, they wanted to better their condition, and they asked not whether their coming was for our good. In the following lofty lines the poet Aldrich states in sharp phrase what many Americans vaguely fear:

Wide open and unguarded stand our
gates,
And through them presses a wild motley
throng—
Men from the Volga and the Tartar
steppes,
Featureless figures of the Hoang-ho,

Malayan, Scythian, Teuton, Kelt and
Slav
Flying the old world's poverty and scorn;
These bringing with them unknown
gods and rites,
Those, tiger passions, here to stretch
their claws.

O Liberty, white Goddess! is it well
To leave the gates unguarded?

For so of old
The thronging Goth and Vandal trampled
Rome,
And where the temples of the Cæsars
stood,
The lean wolf unmolested made her lair.

In this issue of *THE CONDUCTOR* we have reproduced an article by Mr. John Elfreth Watkins, published in "The Technical World Magazine" for July, which is worthy of much thought and consideration, and full of hope for the good effects of the new law which went into effect the first of July. We believe the law is a step in the right direction but congress did not take a long

enough step. That the country needs more desirable citizens any observant man will readily concede, but as Brander Matthews says, in the *July Century*:

What effect will Malayan and Scythian and Slav have upon us? Are they worthy to be welcomed within our commonwealth? Will they trample America as the thronging Goth and Vandal trampled Rome? Must we dread the coming of a day when the lean wolf, unmolested, shall make her lair in the deserted streets where once the many churches stood, the stately libraries, and the frequent schoolhouses?

Our inexpugnable optimism is prompt to dismiss this dire possibility; and it is still our pride to proffer a refuge to the oppressed. But the danger signal has been heeded, and the gates are no longer unguarded. The "featureless figures of the Hoang-Ho" are denied admission; and the wisdom of this exclusion is evident, however harsh we may sometimes seem in its application. These Orientals have a civilization older than ours, hostile to ours, exclusive and repellant. They do not come here to throw in their lot with us. They abhor assimilation, and they have no desire to be absorbed. They mean to remain aliens, they insist upon being taken back when they are dead; and we do well to keep them out while they are alive. It is the children of these whom we must assimilate and upon whom we must and will stamp the indomitable impression of our manhood, individuality, integrity, virility—Americanism. A perhaps feeble impression will be made upon the younger aliens, but it will be enough so that the unborn generations knowing nothing of the older civilization, will regard ours as the dominant force in their lives and think of our traditions and early vicissitudes as part of their own past experience. This Americanization of the foreigner is shown in many ways, in fact in almost every characteristic feature of American life. They learn our language, our history, our business methods, our plays, our social customs, they dress like us and they soon acquire that indescribable something which we call "nationality."

In our wars they were quite as valiant in defending the flag of their adopted country as if they had been to the manor born. The fusing process goes on more rapidly, perhaps, today than ever before, and as Brander Matthews says, "The children are the flux for this fusing; they are taken captive first by the schools, and then the libraries, and finally the young folk react on their parents. Sooner or later the foreigners are made over; they are born anew; and they have a proud consciousness that they have come into their birthright. We have seen Scandinavians less than half a year from Norway who used our language well enough to make every possible wish or want known—did an American ever do similarly in the old country?"

When Maxim Gorky was asked what had most impressed him on his arrival in New York, he answered that it was the bodily bearing of the throngs in the streets. "They stand erect," he said; "they do not cringe." And says Mr. Matthews:

A large majority of the men who made up the throngs were immigrants or the sons of immigrants. In their native land they may not have been allowed to assert their manhood; but they had it in them to assert when they arrived here and adjusted themselves to our free conditions. And their self-assertion, their self-expression, has been to our profit, since the most of them came from stocks which had been denied the opportunity to select out their best. They have brought undeveloped possibilities to this country, where careers are widely opened to all talents. It needs to be noted that two of the most distinguished electrical inventors of America are of Slavonic birth. That shrewd observer of social conditions, Miss Jane Addams, has asserted that we talk far too loosely about our immigrants. We use the phrase "the scum of Europe" and other unwarrantable words, "without realizing that the undeveloped peasant may be much more valuable to us here than the more highly developed but also more highly specialized town-dweller, who may much less readily

develop the acquired characteristics which the new environment demands."

"The way to compare men is to compare their respective ideals," said Thoreau; "the actual man is too complex to deal with." In some mysterious fashion we Americans have imposed our ideals on the Irish and on the Germans, as we are now imposing them on the Italians and on the Russian Jews. The children and the grandchildren of these ignorant immigrants learn to revere Washington and Lincoln, and they take swift pride in being Americans. They thrill in response to the same patriotic appeals which move us of the older stocks and when New York celebrated the centenary of the Constitution, nowhere were the portraits of the Father of the Country more frequent than in Little Italy and in the Ghetto. When the President of the United States declared that a certain friend of his was "the most useful citizen of New York," he named not a native, but a man who was by birth a Dane; and if any one with equal opportunity for knowing should undertake to draw up a list of the five most useful citizens of New York, he would have to include also one Hebrew of German birth. If this observer should extend the list to ten, he would be forced to set down the name of another German Hebrew whose service to the public good has been quite as indisputable.

Perhaps a fear of lack of assimilation might well obtain, if it was seen that after all these years in which countless aliens have been Americanized, that the quality of our Americanism had deteriorated, that our ideals had been lowered; that freedom of conscience or individual liberty had been altered or abridged by the contact; but no such spectre is visible on the horizon of American liberty today. Indeed it may be said in perfect truth that no attempt has been made to inject into or impose upon our national life the ideals of any old world civilization, aside from the commingling of many bloods during our first century of national life, during which time it broadened and deepened into a channel from which henceforth it would not be

turned. A change or modification of our ideals might well have been expected after the Louisiana Purchase and the acquisition of Texas and California, as those territories were mostly Freach and Spanish, but really no appreciable change was made and the assimilation soon became complete with added virility.

All this but shows the trend of conditions in the past and does not take into consideration the conditions, economic and otherwise of the present. If we are justified in considering that present conditions are a legitimate and righteous development of those through which we have passed, then surely the optimist may conclude with proper unction, that the future will also show advance. To be sure, the sentimental feature of immigration has been reduced almost to the vanishing point, but that may be explained on the ground that oppression has also very largely diminished. And the once salient fact that "Uncle Sam is rich enough to give us all a farm," has a good deal of potency at the present time, and will have for some time to come.

Perhaps the economic, or purely labor questions, involved in immigration are the ones about which there is more room for argument, but the assimilation question must be answered by, we *can*, we *WILL*, we *MUST*. It should be remembered that of all the immigrants landing on our shores about two-thirds or more are males and that those occupations employing male help must be scrutinized to see if there be danger of crowding out or reducing to an undesirable figure the remuneration of men already employed therein. A wide survey of labor conditions, at the present time, compels the admission that there is a lack of laborers in almost every industrial pursuit. In fact that the business of the country is expanding faster than the natural increase of native laborers, plus the immigrants, is increasing. That the business interests of the country are on the crest of an unprecedented wave of prosperity is quite true, but there are no visible signs on the industrial horizon that would justify the conclusion that fol-

lowing waves will be less high or filled with a lesser portent of prosperity. Apropos of this we note that recently the new information bureau of the immigration service has opened correspondence with the responsible officers of all the states concerning the actual conditions with reference to need for labor and opportunity for employment. The head of this bureau states that:

No man in this country, able and willing to work, has an excuse for idleness. There is demand from practically every state for labor, both skilled and unskilled. The governors or other officials are calling on us to send them men and women who want to work, and giving assurances that the work will be provided. The factories and farms, the mines and mills, all join in the chorus of demand, while from everywhere comes the soprano note of insistence that more domestic servants be provided.

Commissioner of Labor Sargent some time ago got in mind that it would be a good thing to learn the actual facts about the reported demand for labor. It seemed phenomenal that with the unprecedented immigration there should be ever increasing demand for workers. Moreover he wanted to learn everything possible about the proper distribution of immigrants so that newcomers should be placed where they were wanted and would find work and people who had work to do would find people to do it.

Mr. Sargent has found out what he wanted to know.

He has learned that more workers are wanted everywhere. No community is willing to lose any of the desirable immigrants, every community seems to want more than it gets.

Mr. Powderly was given charge of this inquiry as chief of the information work. He sent out circulars to all governors, asking specific questions about labor conditions, the demand for workers, the sort of work to be done, wages, conditions of employment, etc. Especially, he wanted to know about opportunities for getting cheap land, and whether the states offered any sort of inducements to immigrants.

The replies seem to leave no doubt of the genuineness of the demand for laborers. First comes the call for farm laborers. New York tells of the number of farms there are for sale or rent because of the shortage of people to run them. Massachusetts has a like plaint, reinforced by the statistics that Massachusetts loves. New Hampshire seconds the motion. Especially does New England want domestic servants.

Not more than half the states have yet sent in their answers, but they represent all sections and are all in the same vein. "Send all kinds of workmen," writes Oregon. "Married or single, all are wanted; no difference in the demand."

New York, despite that it shows a fine list of farm opportunities for people who want to buy or lease, doesn't want laborers for the cities, and does not need mechanics. Rather, the department of labor at Albany sends word that the state has 40,000 building trades

mechanics unemployed, and that there is no scarcity in any direction save on the farms. New York, of course is extremely handy to the supply of labor that comes on the immigrant ships. It is getting as many of these as it feels able to assimilate.

But the south wants farm and plantation workers, and mechanics for its short-handed mills. The demand is the same from all the southern states that have reported.

We have seen it stated in so many words and intimated in many ways that organized labor is opposed to this propaganda in favor of foreign labor, but the truth is no one need have any sleepless nights over this part of the procedure—in fact it is a pretty well established fact that organized labor views with favor anything that is for the best interests of the country and it views with honest, outspoken disfavor those things it sees and feels is detrimental to the best interests of the country.

Haywood

Acquitted

W. D. Haywood, secretary and treasurer (and probably brains) of the Western Federation of

Miners was acquitted of complicity in the murder of ex-Governor Steunenberg by twelve men of the state of Idaho, after a lengthy and fairly conducted trial. Taking into consideration the previous assertions of the states attorneys the evidence produced at the trial was strikingly weak and we doubt if twelve intelligent men in the United States could be found who would have returned a verdict of conviction upon it. The wonder is that the state of Idaho allowed and pushed the prosecution upon such evidence. It is probably within the bounds of human possibility that a thing in human shape, but so absolutely lost to every semblance of morality, as Orchard, might tell the truth, either knowingly or by mistake, but that such evidence (?) will ever send a man to the gallows in this country God forbid. It is seen how groundless

were the fears of those who, ripped, ranted and tore their hair in anticipation of an unfair trial for the Federation officials, because the fairness of the trial is the one thing about it on which all can agree—the defendants and their attorneys—the red-fire-spitters have not been heard from yet. We presume the "Appeal to Reason," can "smell out" a dark and diabolical plot even in the verdict and we anxiously await its unfolding. Some people are so constituted that they are not happy unless they are miserable, or are happiest when they are most miserable and to all outward manifestations one might be led to suppose they are entirely destitute of the organ called the liver, and that bile almost entirely takes the place of gastric juice in the process of digestion—so much so indeed that the gall becomes overworked and abnormally enlarged.

It is admitted on all sides that Judge Wood was scrupulously impartial, and from the moment when the first juror was selected to the close of the Judge's

instructions to the jury there was nothing which would warrant any accusation on the part of the authorities to railroad Haywood to his death. It would seem, therefore, that the wild-jawed rantings of those who denounce "Capitalism" and the impossibility of getting justice in the courts would give their jaw muscles a rest on that score for a time at least. One might be excused for thinking and hoping that much of the class-war propaganda will be at

quite a heavy discount henceforth for sometime, if one did not know the ability in that direction of its propagators.

The Haywood trial only brings out more clearly that there has been a war between two lawless special interests in Colorado, for sometime and that justice has suffered cruelly in the state and we doubt not but that the good people of that commonwealth hope for the day when those responsible for such conditions will be brought to justice.

"Grafters" The following editorial from "The Railway Employee"

is certainly conservative enough. It is quite true that no cause is really helped by calling hard names, but forbearance sometimes seems hardly to be a virtue. It has always been our idea that the bribe taker was not as bad as the bribe giver, but it is possible that were all the facts known the course pursued by the Erie Railroad, through its general manager, might assume a more rosy hue. However that may be, we earnestly urge the "Machinists" to hew to the line, "let no guilty man escape." You owe this not only to yourselves, but to every labor organization on earth—to right, righteousness of life, fairness and truth.

That the "grafter" has not as yet been entirely eliminated from the ranks of some American labor organizations was forcibly illustrated recently when General Manager J. C. Stuart, of the Erie Railroad, in a signed statement given to the press, charged representatives of the International Association of Machinists with having accepted from the Erie each year, until this year, the sum of \$10,000 to avoid a strike, and that, when the Erie decided to no longer pay this sum to the representatives of the association, a strike was threatened and finally called.

Mr. Stuart further stated that if any banker or other responsible citizen of Hornell would come to the Erie's New York office he could see the original receipted vouchers for amounts paid

by the railroad company to the representatives of the International Association of Machinists to "keep the peace."

The General Manager's statement was verified the day after it was made public by the New York World, whose representative called at the office of the company and was shown several receipted vouchers for \$2,500 each, these payments having been made quarterly to men whom Judas Iscariot would have blushed to acknowledge as even casual acquaintances; men who trafficked in the confidence and esteem of their fellow wage earners, and for whom hanging would constitute a too easy and too honorable a punishment for this, to our mind, the lowest, the most detestable and the most despicable of crimes.

In the meantime it is up to the honest, straightforward and conscientious members of the International Association of Machinists to institute a thorough and complete "housecleaning," and that without undue delay, if they would hope to hold their organization together, and in their efforts in this direction they should be entitled to the full moral support and assistance of every good citizen who believes plain, old-fashioned honesty to be the strength, hope and support of republican institutions.

While the action of Mr. Stuart in exposing the entire rotten transaction is to be commended, it would perhaps have redounded more highly to his credit had he taken this step when

he was first appointed general manager of the Erie several years ago, rather than to have countenanced a continuance of this nefarious practice, in which those paying the money were equally guilty with those receiving it. His action at that time would have marked him as a high example of that honesty of thought, purpose and action which should characterize those who manage and direct large corporation affairs, in our day of higher moral standards, in business life.

However, in the case of the International Association of Machinists, "it was better late than never," and then again there is a remote possibility that the action on the part of the Erie, as voiced by Mr. Stuart, is illustrated in the following verse, the author of which was a rare student of human nature.

"When the Devil was sick,
The Devil a Monk would be;
When the Devil was well
A devil a Monk was he."

The Petitioners.

S. E. KISER, IN "CHICAGO RECORD-HERALD."

Pray sometimes for the succor that the mighty
among us need;
Pray for the kindness needed by the led and the ones
who lead;
Pray when the day is ended and pray when the day
begins.
For the strength you need and the guidance and the
pardoning of your sins,
But know that the Lord who watches o'er peasants
and priests and kings
Blesses in fullest measure the men who are doing
things.
Pray when the light is breaking for wisdom and
strength and grace;
Pray when the day has ended and the stars gleam
cold in space;

But the day was made for toiling; let the monk in
his cloister pray;
Out in the world is duty claiming your care by day;
God in the great beginning wrought with a mighty
hand,
Pausing not till His glory spread over sea and land.
They are the lost who mumble prayers when the
sun is high,
Turning away from duty, fearing to dare or try;
Sitting in dark seclusion, selfishly asking there
Glory in heaven as payment for the zeal that they
show in prayer;
Over their heads the gleaming sword of destruction
swings,
While God in his mercy listens to the men who are
doing things.

The Way to be Blest.

A Hermit there was, and he lived in a Grot,
The way to be happy they said he had got.
As I wanted to learn it I went to his cell,
And when I came there the old Hermit said, "Well,
Young man, by your looks, you want something, I
see,
So tell me the business that brings you to me."

"The way to be happy, they say, you have got,
As I wanted to learn it I've come to your Grot;
Now I beg and beseech, if you have such a plan
That you'll write it all down as plain as you can."

At this the old Hermit went to his pen,
And brought me this note when he came back again:
"'Tis Being, and Doing, and Having, that make
All the pleasures and pains of which mortals partake.
To Be what God pleases, to Do a man's best,
And to Have a good heart, is the way to be blest."

Block Signal and Train Control.

The Interstate Commerce Commission has appointed a board to be known as the Block Signal and Train Control Board, to investigate and report on the use of and necessity for block signal systems and appliances for the automatic control of railway trains in the United States, in accordance with public Resolution No. 46, approved June 30, 1906, and the appropriation act of March 4, 1907.

This board consists of the following members:

Mortimer E. Cooley, Chairman, Dean of the Department of Engineering, University of Michigan.

Azel Ames, Jr., Signal Engineer, Electric Zone, New York Central & Hudson River Railroad;

Frank G. Ewald, Consulting Engineer of the Railroad and Warehouse Commission of Illinois;

B. B. Adams, Associate Editor of the Railroad Gazette.

The Secretary of the Board is W. P. Borland. Its office will be at the headquarters of the Interstate Commerce Commission, Washington, D. C.

The Commission hereby gives notice that the investigating board is now completely organized and ready to consider devices or methods coming within the scope of the resolution named, a copy of which is inclosed. All communications should be addressed to W. P. Borland, Secretary, The Block Signal and Train Control Board, Interstate Commerce Commission, Washington, D. C.

In presenting information relative to any device or method, you are requested to comply as nearly as practicable with form, No. B. S. 1, and are informed that it should be forwarded at the earliest practicable date.

Attention is also directed to those portions of the Public Resolution and Appropriation Act which bear specifically upon the duties of the Board and define the scope of its work.

EDW. A. MOSELEY, Secretary.

PUBLIC RESOLUTION No. 46.

JOINT RESOLUTION DIRECTING THE INTERSTATE COMMERCE COMMISSION TO INVESTIGATE AND REPORT ON BLOCK SIGNAL SYSTEMS AND APPLIANCES FOR THE AUTOMATIC CONTROL OF RAILWAY TRAINS.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Interstate Commerce Commission be, and it is hereby, directed to investigate and report on the use of and necessity for block signal systems and appliances, for the automatic control of railway trains in the United States. For this purpose the Commission is authorized to employ persons who are familiar with the subject, and may use such of its own employees as are necessary to make a thorough examination into the matter.

In transmitting its report to the Congress the Commission shall recommend such legislation as to the Commission seems advisable.

To carry out and give effect to the provisions of this resolution the Commission shall have power to issue subpoenas, administer oaths, examine witnesses, require the production of books and papers, and receive depositions taken before any proper officer in any state or territory of the United States.

Approved June 30, 1906.

APPROPRIATION ACT.

To enable the Interstate Commerce Commission to investigate in regard to the use and necessity for block signal systems and appliances for the automatic control of railway trains, including experimental tests, at the discretion of the Commission, of such of said signal systems and appliances only, as may be furnished in connection with such investigation free of cost to the Government, in accordance with the provisions of the joint resolution approved June thirtieth, nineteen hundred and six, fifty thousand dollars.

Approved March 4, 1907, at 11 a. m.

Form No. B. S. 1.

Interstate Commerce Commission.

Block Signal and Train Control Board.

In compliance with public Resolution No. 46, June 30, 1906.

ORDER IN WHICH DESCRIPTIONS OF SIGNALS OR TRAIN CONTROL DEVICES OR SYSTEMS SHOULD BE MADE UP FOR PRESENTATION TO THE BOARD.

1. Name of device or process.
2. Name and address of proprietor.
3. Number and date of U. S. patent or patents.
4. Purpose of the device or process.
5. Brief statement of how the purpose is carried out.
6. Description of fixtures at side of roadway.
7. Description of fixtures on or between rails or track.
8. Description of fixtures on any overhead structure.
9. Description of fixtures on locomotive.
10. Description of fixtures on cars.
11. General description.
12. Statement of relation to other signaling apparatus or operations.
13. Name of railroad or railroads on which used or tried and length of time in use.
14. Name of town, district, or railroad division on which used or tried.
15. Names of railroad officers of whom inquiry may be made.
16. Names of other references.

July 12, 1907.



LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

Sister Columbine, our correspondent, has pulled off her shoes and stockings and has gone wading in the briny Pacific with Sister Graham and as a "sub" I am to try and earn her salary while she is absent and I am sure she will get the profitable part of it. Some people do manage to get the best end of everything. Eh, Sister Johnson? I would live on peanuts for a week to get a snapshot at the pair of them in bathing suits. The tide surely comes in as often as Sister Graham takes a plunge, but we want them to have a jolly time for their work will wait for them and will be here when they return.

Our Division was glad to receive our new work from the convention and we feel proud of our delegate and know she was second to none. I congratulate the members of the 12th convention of this Order and think their work a great improvement over the old in many ways. Sister Murphy was welcomed with a bounteous spread and all enjoyed the feast.

We were pleased to meet Sister D. N. Bentley of Division 168, of Sayre, Pa., who is visiting our city and I want to say to the Sisters of Buffalo that you should hear the pretty things Sister Bentley said about you and with our delegate's help your compliments were many. You may be surprised to know that your reputation as being an ideal Division and your members being represented as among the best, has been heralded to the Rocky Mountains, yet such is the case and you surely should feel proud of your standing. We often hear of the good work of those Divisions but of yours as especially good.

Division 23 is in good shape and we are having a steady growth. Our attendance is good considering the warm days. We are to picnic soon and expect to have a jolly day of it.

I want to ask the correspondents if they realize how poorly they do their work. Look at this part of our journal and "get busy" and don't let this be so for every reader of *THE CONDUCTOR* enjoys the letters and I consider it one of the best parts of the magazine. Our Brother Editor is always kind and courteous in regard to our letters and there is no reason why we can't have good news from all of our Divisions if the correspondents will do their part better. We hope to see an improvement in this matter. Now Brother Tamale, stand up and 'fess up, we have been very patient and have felt sorry for you when you have spoken your piece about long hours, hard work, etc., but I have been able to take notice and I want to congratulate you for she is a stunning looking lady and no one would imagine for a minute that you were a "one armed man." You certainly are the handiest fellow I ever watched maneuver. Now we are willing to share your spare time but you are away back with your letters and if the aforesaid lady don't look out it may necessitate a gar-na-she. Try and divide up and let us hear from you again. We miss you.—[Better come across Shinn—you can't fool 'em.—Ed.]

Little four-months-old Miss Rice was a welcome visitor at Division last meeting. Many of us are Teddyites and we are always glad to welcome our young visitors. Please do not say, "Well, that's a very bum letter," for it is the best I can do with the material I have and I consider an attempt, even if it is a failure, better than no attempt. Try and beat this and we will have some good letters. We always have a hearty welcome on tap for all visiting Sisters, and hope none will pass by without a call on our Division.

MRS. O. F. HOLBROOK.

Denver, Colo.

Editor Railway Conductor:

Again it becomes my duty to wield the pen in behalf of La Rue Division 199. We are still holding our regular meetings, and those who attend seem much interested. I hope soon to give a more encouraging report in the way of attendance, when the weather is a little cooler. Our most worthy delegate, Mrs. B. F. Jones, of whom we are very proud, gave us an excellent report on her return from the Grand Division. June 16 was memorial day. We should cherish tender memories for those who have gone to the great beyond, and not forget to strew flowers, while we are here to enjoy them. Life has its joys as well as its sorrows.

The conductors held their annual picnic at Woodale Grove, which was quite a success, both socially and financially; quite a good many of our ladies attended.

With best wishes to all members of the O. R. C. and L. A. to O. R. C.

MRS. JAS. H. WEBB.

Nashville, Tenn.

Editor Railway Conductor:

Verily there is no place like home, sweet home, in warm weather and the ladies of Diamond Division know it, too.

Our last meeting was poorly attended but it might have been on account of the circus that came to town that day. The *children* had to see the animals, you know.

Ten of the Sisters from the Aurora Division visited us June 13th and a good time was enjoyed. Dinner was served in the Odd Fellow's Hall. The ladies from that Division certainly understand the floor work. They also agreed that our ladies understood how to get up a good dinner and want to come again. We shall be glad to see them, too.

Barring a few minor cases of illness everybody is flourishing and we hope they will be when it is time to write again.

HATTIE MCKAY.

Joliet, Ill.

Editor Railway Conductor:

It has been some time since Foote Division No. 68 has been heard from, but we are as much alive as ever. We are having a good attendance at our meetings and everything runs smoothly and harmoniously. Our delegate, Sister Beckley, returned from Memphis, Tenn., with a fine report, which was very much enjoyed by those of us who had the pleasure of hearing it.

Last week Sister Patton assisted by Sister Myers and Sister Powers entertained the Auxiliary.

Some time ago we entertained the conductors by giving a turkey dinner—which by all appearances was very much enjoyed by our guests.

We are sorry to state that along with all our pleasures there have been several deaths in the families of some of our members. The Division extends its sincere sympathy to all their bereaved ones.

MRS. O. T. SMITH.

Kansas City, Mo.

Editor Railway Conductor:

It is a long time since anything has been written from Angel City Division, and your correspondent admits she is very neglectful of an important office and hereafter will endeavor to do better.

Not very much to write, as there is very little doing socially and a great many Sisters are absent for the summer.

Our District Deputy, Mrs. Hartell, has been called to Salt Lake City by the illness of her mother.

Your correspondent enjoyed a visit to White City Division while in Chicago.

We hope soon to be in new quarters where we will welcome all visiting Sisters and I might add, also a few of our own Sisters.

At present we meet first and third Saturday nights at Odd Fellows Hall, 220 So. Main St., where we all are welcome.

MRS. E. P. JONES.

Los Angeles, Cal.

Editor Railway Conductor:

I have neglected my duty as correspondent for Willing Workers Division 144 since being elected to this office, but it is my intention to do better the remainder of the year, as I feel that my obligation is just as binding as the other officers, and a great amount of good could be accomplished if we live up to our obligations.

Our Division is prospering very nicely, we hold our meetings regularly, but during the summer months quite a number of our members leave the city and our attendance is not so good, but if each member would make it a self-imposed duty to be present at all meetings possible, I think our President and officers would be more encouraged, for I think they are all trying to do their duty and are working for the good of our Division. I think after this excessive hot weather and our Sisters return from their vacations, they will renew the same interest they showed in the spring.

We had our regular June picnic at Fountain City; had a good crowd of members and friends and an ideal day, an old fashioned dinner and plenty of good things to eat. It was such a success we intend having another in the near future.

We are still taking in new members; they are always welcome and we wish that others would join us and enjoy the

good times we have as well as trying to help the O. R. C. by doing little favors for them.

Our delegate, Mrs. J. W. Beathard, returned from Memphis with a splendid report from the convention, also a handsome gavel, which she presented our worthy President, Mrs. J. F. Keith.

I am sorry to announce the death of dear Sister Chesney's baby. The entire Division extend their deepest sympathy in her sad bereavement.

MRS. CHAS. WRIGHT.

Knoxville, Tenn.

Editor Railway Conductor:

As correspondent for Arkansas Valley Division 41, I think I have neglected my duties as it is now quite a while since the last letter.

As the weather is very warm at present a great many of the Sisters are out of town at some mountain resort or out on the coast.

Sister Kelly met with a very serious accident to her foot in a runaway a week ago that will keep her at home for five or six weeks. Sister Metz has returned home from the convention where she went with Brother Metz as delegate from 36. Sister Melick is just getting around after quite a sick spell. We are planning an ice cream social to be given the first week in August at the new hall and no doubt it will be a success as the committee appointed are all old hustlers and are preparing some surprises to be sprung that evening, so all the man-attendants had better come out that evening and enjoy it with us. Bring all the Brothers, all they need is a little coaxing. Just try and see what a nice time you will have. There will be plenty of ice cream and cake and that suits most of the men folks. They are only boys grown up anyway and like to be treated as such. Sister McDonald called on us from Denver last week. Come again, Sister Mack, we are always glad to welcome our out of town Sisters for it is not often they can come like those that are at home with us.

BABBIE.

Pueblo, Colo.

Editor Railway Conductor:

When Queen City Auxiliary, Division 138 heard of the meeting in Memphis it was decided that whatever happened we would have a delegate at Boston, '09, and try for Cincinnati again. For the helping kindness shown our delegate in Memphis by resident and visiting members of the different Auxiliaries Queen City Division extends her sincere thanks and if you come to Cincinnati in 1911, we will certainly try and show our appreciation in a more substantial manner.

About two weeks after our return from Memphis the Auxiliary gathered together about 50 of our friends and extended us a surprise, the occasion being our silver wedding anniversary. The Auxiliary presented us with a handsome silver tea set, and from other friends we received a number of beautiful and appropriate presents. To say that we were surprised is expressing it mildly. It was and is impossible for us to show our appreciation of their friendship.

It is my sad duty to chronicle the death of near relatives of two of our members.

MRS. L. B. GRANNEN.

Cincinnati, Ohio.

Editor Railway Conductor:

It is my duty as well as pleasure to chronicle the doings of Unity Division 182.

Our Division is working nicely, we are a small band and have been struggling to advance ourselves in the grand work that lies before us. We are few but all do the best we can at each meeting. On May 8th we gave a Mayday skating party and dance at the down-town rink; everyone had a delightful time.

Our chairman had in her possession \$96.00 over all expenses and each face beamed with satisfaction over our success.

Our President and Vice-President have been quite sick for the past few days. We close our meetings this afternoon until October 1st. We pray God that no dark shadows will enter our homes before our next meeting.

Shreveport, La. CORRESPONDENT.

Editor Railway Conductor:

It is with great pride and pleasure I again fulfill my duty as correspondent of Columbine Division No. 40, Buffalo, N. Y. We are proud of our Auxiliary and the good work we are doing proves to all we have reason to be. Long live our Auxiliary.

We have not closed our meetings during the summer months as many of our Sister Divisions have done, but find plenty of work to do even though it is the heated season.

So far this year we have initiated nine new members. We now have a membership roll of 92, with several applications out which we hope to soon have as members. What a large family whose interests are mutual. Stick to it, should be our motto until every conductor's wife is within our portals and under our protection. Stick to it. This is the great secret of success in whatever undertaking you may engage. Every one of our members should work early

and late and never give up. Another point is to have faith in your Order. If you have not no one else will. Look at things in a rosy light, even if prospects appear anything but bright. It is the pleasant business man who has the biggest trade. It is the pleasant teacher who succeeds best with her scholars, and who gains their love, and it is the pleasant Sister who is the healthiest, not the one who is cross and crabbed who never knows a bit of pleasantry, but is like the owl, ever scowling.

And—

"If you've a tender message,
Or a loving word to say,
Don't wait 'till you forget it,
But whisper it today."

July 22 our Brothers held their first annual outing at Eagle Park. A party of 300 sailed down the river on board the good boat "Sea Breeze" enroute to Eagle Park. The rain during the early morning hours prevented many from enjoying the day with us, but those of us who did attend were of the true heroic type and dressed to suit the weather. By the time we reached the park the sun shone and it proved a perfect day—both as to the weather and the hearty good time long to be remembered. A large delegation from our Auxiliary was present. Significant of the fact we work in happy willing service for the conductors and their families.

We are planning on outing for our members and friends sometime during the month of August, the date of which has not yet been decided upon.

Sister Morgan has been in the hospital undergoing an operation. Am pleased to report her improving. "Old Home Week," will soon be with us, and should any Sister be visiting our Windy City during this time remember our meeting will be held Thursday afternoon, September 5th, at 2:30 p. m., at Columbine Knights Hall, corner Main and Mohawk streets. Drop in and meet with us.

The condolence of our members goes out to Sister and Brother Lundrigan in their sorrow over the death of our Sister's mother.

If our good editor does not consign this letter to the waste basket you will hear from me again.

MRS. E. B. MATTESON.

Buffalo, N. Y.

Editor Railway Conductor:

As Division 189, Dennison, Ohio, has not been heard from since my return from Memphis, I wish to say a few words in regard to our convention. I certainly had a fine trip and think the Sisters and Brothers who attended the convention were entertained royally

by the Memphis Divisions and the town in general. We all found the people very nice to us strangers. I only wish more of the Brothers and Sisters could attend for I think they would take more interest in our work. If they could all see what an intelligent and fine looking set of Grand Officers we have at the head of our Order and know them, they would all be proud to be numbered among the L. A. to O. R. C. of America.

Division 189 is doing fine; have a little work for our goat once in a while. Sister Wilson, of Columbus, Ohio, was with us Saturday evening. We are always glad to see her smiling face among us. It is just three years since we were organized by Sister Wilson. I have a little poem if the editor has space.

THIRD ANNIVERSARY.

Once again we've come together
Both joyfully and gay.
Division 189 you know is three years
old,
On this our anniversary day.

Three years have come, three years
have gone
Since first we here did meet
And now we have gathered
Each other here to greet.

We have met you all with happy hearts
And hope for more and more,
Since our President is a hustler
And not afraid to go ahead you know.

And as we here have gathered
To celebrate the day,
May we all remember kindly
Our Sisters far away.

Now there are many Sisters
We've welcomed to our band
They have been true and faithful
As any in the land.

When our life's work is ended
And time with us is o'er
May we all receive the well done,
On that the other shore.

Dennison, O. MRS. W. F. MILLER.

Editor Railway Conductor:

We have heard the remark, "we didn't see anything in THE CONDUCTOR last month, isn't it most time?"

Although we feel somewhat as the last fellow does who is required to make the last speech, (ever been there, Brother Editor?) we can't let the opportunity pass by to tell those Brothers and Sisters and other good folks, that the many good times prepared for the representatives of the N. Y., N. H. & H. R. R. system who had the pleasure to journey

amongst them in Car No. 2011, remain still in their minds.

We never shall forget the hospitality of the Brothers of Charleston and shall be right happy when we can greet their enthusiastic wives as Sisters in Boston in 1909.

At Savannah also, although our stay was short, it can't be said but that we took in the whole city, with its auto and electric rides and lunch at Humboldt.

Jacksonville certainly proved that a little rain couldn't dampen the ardor of a good O. R. C. man or his wife. The ride up the St. Johns river, the visit to the ostrich farm, where "Billy" joined the party, a trolley trip around the city and just time to buy a few postal cards to remember a place we never could forget, all aboard and off we go again for St. Augustine, where a stationery bed and a night of quiet made us all feel refreshed and ready to enjoy the sights of the grand old city.

Chattanooga, we realized as we never can in our northern homes, the ravages of war, and when we reached Atlanta on that beautiful Sunday morning, it seemed hard to tell which were the happiest, the arriving or the receiving party, for what passed from one to the other was, I think, gladly received, as it had been so kindly kept for us, in other words, our first news from home and the little souvenir of Atlanta in its nutshell.

Too much can't be said of Atlanta, it seemed almost as if we had been transplanted to Boston. The beautiful lunch at noon, which had to be cut so short, for time would fly, and that 4:10 train would not wait even for an O. R. C. man, started us on our last leg toward our destination, Memphis, which we reached early Tuesday morning, greeted by many familiar faces. A good rest and then ten days of hard work in the Grand Division room.

After visiting Mammoth Cave on our return trip, our coming having been heralded before us, what the good folks hadn't thought of for our entertainment couldn't be forthcoming.

The contents enclosed by the green and white papers, from the Sisters at Knoxville, made a very *sweet* impression upon us, during the homeward journey, and the Brothers were not slow in keeping tab on their "Bibles."

A pamphlet in yesterday morning's mail brought back the faces and the good time given us at Roanoke, and Luray Caverns.

Many, many thanks is the only way we can express it now, but wait until 1909 when we hope to greet you all in Boston and the expression will assume proportions of another character.

Hagerstown and Gettysburg were our last stopping places and there our party commenced to separate. Now, Mascot Division No. 59 is very quiet, but I think I am safe in saying we shall soon be up and doing and it won't be everlasting beans and codfish when you all reach Boston in 1909.

Boston, Mass. MRS. E. W. SMITH.

Editor Railway Conductor:

I thought this beautiful Sabbath afternoon could not be better spent than in letting the readers of THE CONDUCTOR know that Monumental Division No. 81 is prospering, as we have added several new members to our rolls, recently, and have two more petitions out, since my last writing. We feel that we are prospering, both socially and financially, and we hope in the near future to have all the Brother conductor's wives with us. We have been so successful in all our undertakings we feel encouraged to go on in a good way.

There has been very little sickness in our circle, a few of the Sisters don't seem to be so interested as they should be. I want to say, Sisters, we are having some very interesting meetings and sociable times and I must try to relate the one we had lately over at Williamton, Del., on May 28th in the way of a surprise on dear Sister Kellem, and when you say surprise it was one long to be remembered when she was called into the parlor to face twenty-three Sisters and Brothers. We had more than a delightful time. We had not only the hospitality of the house at large, but the whole grounds down to the country road.

In my last letter I told you we intended holding a sauer kraut supper; well, it was a success and we realized a nice sum.

MRS. JENNIE STONER.

Baltimore, Md.

Editor Railway Conductor:

We are pleased to announce the organization of Ruby Division No. 246, L. A. to O. R. C., March 26, 1907, by Mrs. Ruby, district deputy, of Clinton, Missouri. We have twenty-one charter members and the Division is progressing nicely. A number of the members are away for the summer vacation and we expect to have a very pleasant reunion in September.

The Brothers of Division 265 very kindly presented us with our charter and use of hall, for which we sincerely thank them.

We meet on the second and fourth Tuesdays of each month, and all visiting Sisters are cordially invited to meet with us.

R. E. S.

Chanute, Kansas.

FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

I presume you have thought, if you thought of it at all, that I had had my say, and now that the Grand Division was over, and none of my wild ideas got to first base, I ought to let up, but "nix": I still have a hankering for publicity, and you can expect to get a wail from me, right along, whether it has any effect or not. You know the adage about persistent dropping wearing away even stone, and as those same ideas have not altered a bit, but on the contrary, been strengthened, look out for the drops: I have waited to see what would be said, and I have seen various lauds of the 31st Grand (?) Division, fraternal and editorial, and while I do not believe that every knock is a boost, it does strike me as one who was "thar", that while it may be good policy, or diplomacy, to flatter ourselves, it would be also very good judgment to merit the applause first, and though it was my first appearance, and for that and other reasons, it could be said that I ought not to criticize, I can truthfully say that the whole show was a great disappointment to me, and this, not because of my failure to get more consideration for my pet amendments, but because of the general demeanor and actions. As to the biennial sessions of our general body, while I went there with the conviction that longer recesses were desirable, I came away with the settled opinion that these sessions are absolutely unnecessary at all. By the way; while I think that the objections to the "Grand" titles of our general officers were exceedingly weak and puerile, I do think that if any criticism along that line could be tenable, it would certainly apply to the "Grand" (?) body. This, of course,

provided this last one was a criterion, and I am told by veterans that it was no exception, even if it was principally composed of "Students." Seriously, Brother conductors, what was accomplished at Memphis, that had not already been decided upon by the general officers and other thinkers? And what has ever been accomplished otherwise, barring an exception or two? Not that I object to this method. I do not. I think that the men who are paid by the Order to manage it, and put in their whole time in the business, and are acquainted with the conditions all over the country, are much better qualified to recommend what is for the general benefit, than are those members, no matter where from, who necessarily only study the situation from a local standpoint, and are locally influenced, no matter how staid their judgment may be. Men are much the same the world over, they will favor measures that appeal to them personally, and so I say, let the general officers make it one of their most important functions to decide what is best for the majority, then submit it, not to the expensive, cumbrous, ungovernable and illy prepared Grand Division, with its membership made up to satisfy the aspirations of each petty Division that has as much voting power, and often much more voice, with its little membership, than, for example, say, No. 1, with its five hundred members, but submit these questions DIRECTLY. LET THE REAL MAJORITY GOVERN. Initiative and referendum for me. What is now a pitiful farce, possibly was really representative at first, but certainly no one will say that it is now, so why maintain it longer? Say nothing of the needless expense, look only at the business view

of it: would not the whole Order be better for a change in this direction? I think it would.

I will not weary you with the fable of the pleasure end of it, for though I believe that I enjoyed myself as much proportionately as the next fellow, it strikes me that no one will dispute the fact that if a delegate attends to his business at a convention, there is no time for pleasure, and if he does not attend to business he ought not to be there, and with all due consideration for Brother Parant, I sincerely trust that the visitors at Boston will not be in any larger evidence than they were at Memphis, and they were not so numerous there that they interfered with the business appreciably. So if it be granted that the time has arrived, no matter from what cause, to cut out the pleasure trips, also that the representation by Divisions is impracticable, by reason of too great numbers, let us either cut down the delegates to say one from each thousand members, or better still, shut off on these sessions altogether, and have the general officers and the Jurisprudence Committee recommend the changes considered beneficial or required, to the membership, for a referendum vote, and if changes are necessary in our official staff, have a nominating committee, then put the nominations up to the same referendum. Then the majority will really govern—it does not do so now, not by a long shot.

Brothers, it is quite a while until May, 1909, and you have again listened to the voice of the charmer, and gone to an extreme end of our country for your meeting place, and my only hope is that if you have not profited by the object lessons of the past, there will be nothing then, and there, to cause you to regret the choice, and that nothing will come up in the meantime that will make it inevitable for us to change our plans, for if what we have already seen and heard does not set you to thinking, further lessons will be useless, and only productive of disappointments.

Now, I wish to pay my respects to my friend Murat as regards his letter in the June CONDUCTOR; it would seem that there are other "dead issues", and the "employment bureau" was turned down at Memphis principally because when such an arrangement was in effect, it was found to be comparatively useless and inoperative. Also, notwithstanding some reasons "ferninst" relieving members employed in yard service from paying for something that was told them they could get no benefit from, they were relieved, and justly so, too, so that is now settled, at least for the time, but as to salaried chairmen, there was nothing done, either because of lack of inter-

est on part of those opposed to the position, or because there were enough such chairmen or their friends who were delegates present, to kill anything that would tend to knock them out of a good job, and I say good job advisedly, for if you can show me either a lack of candidates for the position, or an incumbent that wants to relinquish it, I will try and hunt up a white blackbird to show you, while as to the efficiency of the position, I also want to see the chairman that has accomplished anything of importance without the help of his committee, and if this is so, why the necessity of the salaried chairman? Understand, please, that I know of exceptions, but they only prove the rule, and I am satisfied that a membership vote on the eighteen roads that have tried the experiment, would result in discontinuance on a majority of them. Apropos of your "education vs. federation" idea, I say amen, educate fully, and a monthly editorial would be the best padding possible for THE CONDUCTOR. Protection by owning our own property is O. K., too, and the eliminating of a couple of Memphis and Boston sessions would provide a good nucleus to start out with. Just stop and think; in round figures the two said meetings have and will cost one hundred fifty thousand dollars. And for what good purpose? I would like to say a few words to other correspondents, but space forbids, and I want to go up town and purchase a ticket to go trout fishing. The anti-pass law hits pretty hard on yours truly in P. F. Denver, Colo. F. D. ELLIOTT.

Editor Railway Conductor:

Since writing last to THE CONDUCTOR Indianapolis has been well taken care of in regard to union meetings of various character. On June 16th memorial services were held in O. R. C. Hall, and attended by the members of the B. R. T. lodges, the Ladies Auxiliaries of both the B. of R. T. and O. R. C. as well as Division 103.

The meeting was all that could have been desired in solemn sweetness and simplicity. The music was furnished by a choir of twenty-five well trained voices and was beautiful in the extreme,—some of the anthems being exceptionally well suited for the occasion. The program was interspersed with music, and the speakers were well received. Brother Charles DeVaul of the B. of R. T. presided, and made the opening remarks, which were followed by the invocation by the Rev. F. McPearson of the Friends Church. Brother F. B. Helmer, the first Chief Conductor of 103, made a neat little address in which he recounted reminiscences, and was followed by

Brother Walter Copsey of Division 103, who made the memorial address. Brother Copsey took for his theme the beautiful motto of our Order, and eloquently portrayed the virtues of Fidelity, Justice and Charity and the address was exceptionally well received.

The Rev. I. R. Henry of the M. E. German Church followed in an excellent address builded upon the idea of Perpetual Friendship through the Fatherhood of God and the Brotherhood of man. Mr. Henry is a pleasing talker and his remarks were inspired, and beautifully set in well rounded sentences. His reminders of obstacles that may be found during our daily toil were timely and well placed, and we hope that some time in the future we may have the pleasure of having the reverend gentleman with us again, as he will always be welcome.

There were one or two other speakers whose names I do not now remember and who were received with a cordiality that bespoke the friendship that exists between them and their various charges.

On June 30th there was a well attended union meeting held in the lodge room of the Saks Building, under the auspices of Eureka Lodge No. 14, of the B. of L. F. and E., with Brother J. D. Posey of Division 103 in the chair and Brother Henry Zink of No. 14 acting Secretary, in the absence of Brother E. C. Thompson of the O. R. T., whose wife had been taken suddenly ill and died.

Brother John F. McNamee, Editor and Manager of the B. of L. F. and E. magazine, delivered a very lengthy address on the needs of organized labor, etc., and was followed by Brother John J. Dermody, 4th Vice-President of the O. R. T., who gave one of his characteristic talks on co-operation and which was well and roundly applauded. Brother F. L. Feick, State Chairman of the B. R. T. legislative committee gave an exceptionally interesting talk on the needs of labor legislation, and he in turn was followed by Brother Walter Copsey of Division 103, who dwelt upon the necessity for activity in politics by labor organizations, and after hearing him talk it made his article in the May CONDUCTOR intensely interesting reading. The Rev. John F. Griffith, an ex-locomotive fireman, and a particular friend of organized labor, having formerly been an active member in the organized ranks, offered the invocation and then made the closing address, which was sprightly, beautifully constructed and well delivered, and closed the meeting by giving the benediction.

At this union meeting great interest was manifested in taking active action with regard to state and national politics as viewed by the organized railroad

employe, and several instances were given showing that the interests of the employe had been subverted by those whom our boys sent to legislate for them, and some mighty interesting remarks were made along those lines. Resolutions were adopted requesting the executives of the various organizations getting together and endeavoring to form a close alliance with a view to augmenting our power as organizations of wage workers. These meetings are unquestionably of great benefit to the membership of the various Brotherhoods and Orders and should be held quite frequently, as we have plenty of local talent which makes it interesting to sit and listen to their discourses.

We are looking forward to a monster union meeting to be held in the O. R. C. Hall on October 20th when we hope to have all of the Orders represented by their executives and a lively time is anticipated. There can be no question but what the Brotherhoods in this section of the country are getting closer together and these meetings are cementing a friendship that can prove what potential power is possessed by laboring men when they stand shoulder to shoulder and elbow to elbow.

Whenever any visiting Brothers happen into Indianapolis, don't forget that we meet every 1st and 3rd Sunday, and if they come and visit us they will find we are at the stand on time and doing business from the word go.

Indianapolis, Ind. JAS. D. P.

Editor Railway Conductor:

I was informed a few days ago that I had been appointed correspondent to THE CONDUCTOR, from Division 74, this being my first knowledge of it.

I think my Brothers must have been all asleep or dreaming when my name was mentioned for this office. As this is my first experience in such a responsibility I fear I will make a bad play and will not make first base, or come to a show down, but if I get stuck, I will wait for the accommodation to help me up or double the hill. I have often thought while reading over the correspondence in THE CONDUCTOR why it was we never came across an item in its columns from Division 74 but now I can see and realize more fully why, because they were in the same boat with me and at a loss to know what to write about.

At our last meeting we had quite a fair attendance, but do really think we could have done better had the Brothers only kept in memory the days of meeting; we meet every 1st Sunday at 9:30 a. m. and every 3rd Sunday at 2:30 p. m., in K. P. Hall and always have a good meeting. Business is very good on the

Chicago division of the Wabash and most of the boys are well pleased. The new bridge over the Sangamon giving us a double track when completed from Bennett to Decatur will soon be finished which will give us a great relief in getting out of the terminal and make it much more convenient for us. Hoping the boys of Kenwood Division 74 will try and fill the hall fully hereafter and make it more pleasant for us all in the future. P. Q. LIAR.

St. Louis, Mo.

Editor Railway Conductor:

After half the year is gone and having been reminded of the fact that I was correspondent for this year, I will write just enough to have Corbin Division 379 remembered.

My writing will be of very little interest to the Brothers from the fact that I am no longer in the service of any railway company and therefore know but little of how the wheels are moving. I am also away from my Division and rarely ever get to attend a meeting. But I can assure the Brothers that I am still an Order man, in all that it means and whenever opportunity affords I am ready and willing to put my shoulder to a wheel and give the car a start.

I meet many good Order men daily in my travels and enjoy learning of the good the Order is doing throughout this country. One thing in particular is the growth of the Order in membership for the past year. I am constantly astonished in my own Division at those that I do not know when I meet them, but there is yet plenty of room.

I had a long conversation the other day with a prominent attorney of Kentucky who had learned that I was still a member of the Order, and asked me to recall the members of the Order in my reach and get them to sign a petition to the Kentucky legislature, asking that the Fellow Servant Law as it is on the Kentucky statutes be repealed, or amended so as to give the laboring men of the country more protection from accidents caused by the carelessness or neglect of a fellow laborer. I know of nothing on record along this line that is of more importance than this. We can all call to mind some worthy man who has been disabled for life on account of the carelessness of his fellow employe. These men are left to drag out a maimed existence as best they can, destitute of the necessities of life, which should have been placed in their reach by the corporation that was responsible for their condition. And all this is due to our wilful neglect. Shall we, or any of us, allow our fellow man to suffer when in our power to prevent? There is a way to accomplish

anything that is right, and there is a time for all things. I think the time is ripe when we should muster all our squadron and charge this dreadful foe. Let every Brother who happens to read this mention ponder it well, and consider what his effort may accomplish. Tell every Brother you meet for fear he hasn't heard of such a movement and by so doing you will get everything in readiness for a charge, when the time comes.

Your humble servant has promised to handle this petition with at least three Divisions of the Order. I can do this with but little sacrifice of time as I come in touch with all of them in my regular work. It only means a little diligence on my part and may mean a source of protection for any Brother who is in the service and who is unfortunate enough to be the victim of his fellow servant's neglect.

I hope the Brothers of Corbin Division 379 will pardon me for this delay, and I believe they will when they remember that I have not been with them since December, and if I ever knew that I was elected correspondent, I had forgotten it. I know it now and will endeavor to perform the duties of that important office, not as they should be, but as my ability permits. W. E. BELL.

Berea, Ky.

Editor Railway Conductor:

I notice under the head of Fraternal in July issue a sweeping charge by a member that all or nearly all O. R. C. men promoted to the position of trainmaster in the south are afflicted with swell-headedness and an overbearing way in their associations, which I consider an insult to all members who hold such positions or ever expect to. In support of which I will state that no members are promoted to those positions who get the job by a pull or because the company loves them, but on their ability to deliver the goods. Now the writer has had 25 years' experience on the rail and is familiar with several matters pertaining to the office and assure you that the average T. M. has no path to tread that is strewn with roses.

In the first place the company being aware that he is affiliated with the Order expects him to be able to have trains run as they should be and all conductors who are under his jurisdiction are expected to be competent to do their part and any failures that occur and more especially by men of the O. R. C. are held up to his notice by superintendents, with the remark, "Here is an example of your Order men's work."

After the T. M. gives assurance to the higher officials that if they will permit him to give O. R. C. men prefer-

ence that the service will be first-class, in fact putting himself on record by guaranteeing to the company efficient service and then not getting the support of his Brothers to make good, which reasons for failure I will enumerate.

Making a hangout of the saloon and appearing for duty with several under his belt; frequenting gambling houses and in consequence unable to pay their bills; allowing brakemen to sign up and deliver train orders while you take a snooze; running 100 tons lighter than rating in order to be a good fellow with the head end; allowing the head end to dictate your policy which leaves you but a figurehead, and then have to stand for their work so as to be a good fellow, break in two on the main line and take a chance of coupling up and getting started without flag protection; going to all meeting points on short time and taking no method of protecting against a train to be met or one to pass you, an accident resulting; giving the dispatcher anything but an intelligent answer when he asks for cause of delay or failure to carry out instructions; carrying cars by destination or failure to have correct way bills, all of which eventually gets to the office of the T. M. and a request from the superintendent to investigate and report, and when the T. M. calls on you for an excuse, give him a story fit for the Arabian Nights and insult his intelligence by expecting him to swallow it, and if he don't, as he is obliged to confine his reports strictly to facts that can be handed to the superintendent in an intelligent form, you get sore and make a bee line for the chairman of the grievance committee and hold an indignation meeting on some street corner and tell about the promoted O. R. C. swell-head and think you are deserving of all help and sympathy and when you finally see your finish then try and shift the blame for your downfall on some poor devil of a T. M., who under adverse conditions is trying to make good.

Now, Brothers, I believe this is all wrong and a great injustice to your T. M., yourselves and the company. We must admit that in some places we have men who are afflicted with swell head and are very hard to get along with, but these cases are rare and I will venture to say that if the man in trouble will go to the T. M., state his case in an honest, straightforward manner, that 99½% will get down to business and smooth over the rough edges for you and where discipline is the rule recommend leniency, and where any doubts exist will give you the benefit of it.

Now, Brothers, don't be knockers and try to pull down the members who are promoted as every one you fail to support only discredits the Order at

large and makes it that much harder to get promotion. Pay more attention to attending Division meetings and tell your troubles there and I am sure you will get all you are deserving of for you must remember that you are bound by a set of rules in the handling of your train that must be lived up to and it is much better to have a worthy Brother looking after your affairs than some superintendents' clerk whose only experience is on paper. Now be a man, run your own train as it should be run regardless of what the head end may say and thereby gain the respect of all good conductors.

St. Paul, Minn. MEMBER No. 40.

Editor Railway Conductor:

It has been several months since Guilford Division 433 has been represented in THE CONDUCTOR. We had a very impressive joint memorial service of the conductors of 431 and trainmen 594 held in the Christian Church, Sunday, May 16.

After a very interesting sermon by Rev. L. F. Johnston, a committee of five conductors went to Hillsboro, N. C., to decorate the grave of Brother G. W. Hooker, while several other Brothers went to Green Hill cemetery and scattered flowers over the grave of Brother W. L. Guthrie. A committee of trainmen went four miles in the country to Hoch Chapel where they decorated the grave of their Brother L. C. Landreth.

The 431 is not dead because it is not represented every month in THE CONDUCTOR, for it is still a young Division, meeting only on second and fourth Sundays. We always manage to have good attendance on these days and that means good meetings.

We have a set of hard workers that keep after the young conductors so they are ready to take their first regular train as soon as they are eligible.

Brother W. S. Withingson, delegate, and Brother C. B. Guthrie, alternate, both gave us a clear description of what happened at the Grand Division.

Greensboro, N. C. A. B. PEARCE.

Editor Railway Conductor:

Chicago Division No. 1 shook hands with herself and felt a great air of satisfaction at the meeting of her "nobles" who returned from the Ceremonial Session of Al Chymia Temple, A. A. O. N. M. S. As the editor says in parenthesis (whatever that means). Now having crossed the hot sands in "Murat" I know just what it means. "Oh, my." I will enlighten the boys. They had a very pleasant time, they got the results that they went for and on the side attended the Thirty-first session of the

G. D. of the O. R. C. (whatever that means). As one who watches the work of the Order of Railway Conductors, and Chicago Division No. 1, I am surely very much disappointed. In the past year Chicago Division No. 1 has done alone as much for the Conductors of this country as the Grand Division did at Memphis with this one exception, the increase of the Relief Fund. That will be of benefit to the rank and file. Our delegate gave us his report of the work done at the 31st session and a good report for which he has our thanks. We regret that he did not bring back in that report the action of the Grand Division adopting a resolution passed by No. 1, the sentiment on which we unanimously voted yes; to wit: "Resolved, That it is the sentiment of Chicago Division No. 1, that representation to the Grand Division be by districts and quadriennial sessions as conducive to the good of the Order." I do not see it in the new book of laws. In the June editorial on the Thirty-first Session, under the head of "The Work Accomplished" "Over 500 members," "body cumbersome," and "not productive of best results," "few do the talking and shape legislation," "sad feature reduction of ranks of permanent members." That hits me; I used to be one—not a created by administration one, though, but a "four year regularly elected and attended one." The familiar face of Brother Condit as chairman of jurisprudence committee and the importance of the position. The session consumed more time than any one ever held before, having been in session eleven days, and I will add this kick, the most expensive one ever held, and show me what benefits to the rank and file. The thirty-first session has caused me to think and a few of those thoughts I will record. What a grand argument for District Representation. Confining myself to the letter of the administration in June issue "500 members—cumbersome body—best results might be a difference of opinion on that. Few do the talking and shape the legislation. Now what better argument for District Representation could any one present. Size up the expense of eleven days' session and results that affect the rank and file and how can you help but be in favor of District Representation and Quadriennial Sessions. You have to pay the fiddler. Now as to the familiar face and the importance of the position. He is part of the administration now. I am of the candid sincere opinion that it is to the best interest of the Order that the members of the Jurisprudence Committee should be elected and not appointed. As it is now the administration

must stand or fall as to the results of what comes to the rank and file from the laws passed. As this committee is of such import that it practically carries into law the ideas of the administration and what results it accomplishes. I wish to say but a few words to the boys about the sad feature. At Toronto '88 dusty and drunk they crossed the floods of the Red River to help elect their friend who was a part of the administration. Dusty and sober I came down the Erie canal to Rochester in 1890 to defeat the administration and change the policy of the Order from what? to a protective organization. Of course we old has beens permanent members are a very sad feature—"well, let it go at that, B. G.," as George Howland puts it. Changing the name of Grand Chief to President means we are no more a band of Indians, but don't forget some of the tribe still have their tomahawks as well as their pipes of peace. What the rank and file want today is more "wampum" and a happier "tepee" surrounded by a happier hunting ground. The raise of salaries all around don't look good to us as we raised once before and a jack pot raise at that compared with the penny ante raise the rank and file have got. 'Course the rank and file kick. Boys, attend meetings soon as it gets cooler, study the O. R. C. game, get into it. See if you don't want District Representation, Quadriennial sessions, members of jurisprudence committee elected, and not let Cedar Rapids have all the say—even if Cedar Rapids does do the electing of the Grand Officers.—[We opine that this is said jokingly.—Ed.]

I was talking with an official of one of the Chicago railroads about conductor's responsibility for condition of his train leaving terminal in reference to equipment and appliances. I held, a passenger conductor is called. The station or depot master says "your train is all right on No. — track." Engine is coupled on and the conductor finds the car inspector and he reports the train is all right. Train pulls out, conductor feels the running test of the air. He is satisfied that everything is all right. Gets out about ten miles and a regular stop is run by. Conductor pulls the air and none there. A failure in appliances; who is responsible? I claim not the conductor. The question was how much of a car inspector must a conductor be. What is your opinion, ye scribes?

Brother Editor, I kick on your examination of copy. Look at June: Brother B. B. Ray presenting Mrs. Sewell with a "boy" of roses. I wrote "box". Perhaps you saw the box at Memphis.

One very plain word to the Ladies

Auxiliary. It is of no concern to your Auxiliary whether the wives of our grand officers or those who may be aspiring to grand office are members of your Auxiliary or not, and we do not consider it good politics for the Auxiliary to pay any attention to such, as was done at Memphis. You are doing nobly in your own field and we wish you all success.
Chicago, Ill. MURAT.

Editor Railway Conductor:

Although not the regularly elected correspondent of our Division, and it has been sometime since the Brothers heard from Division No. 170, I thought I would write and let them know that we still live, although I do not think it requires this letter to call your attention to that fact, as Brother Clapp, our delegate to the session of the last Grand Division made the fact known to you all by his careful attention and wisely helping the administration to enact such laws as are beneficial to our great and noble order. And by looking over the reports of each day it further impresses me that where we find we have elected a Brother to represent us as delegate to the Grand Division that it is very unwise to change him, both from a practical and a financial point of view. Now, Brothers, I will not dwell on this subject any further at this time for I know some good Brother will take exception to me, so I want to keep what ammunition I have to answer him.

Well, we have wisely placed at our head practically the same good Brothers that have helped to make our Order what it is, an Order which we can look upon with pride and which has placed the conductor in a sphere of life both morally and financially that he and his employers may feel proud of. Now we must not think that our work is done, no, not by any means, for we must work, aid and assist in every way possible our officers and our every action should be such as would make their duties a pleasure instead of a burden. So Brothers, let us put our shoulder to the wheel of progress and keep pushing and by so doing our employers will look upon us as a blessing to them, for we must remember it is only by our faithful performance of duty that they can depend upon success of their business, and a failure of their business, to us, is a greater loss than it would be to them; and we should also bear in mind that labor is a common commodity and a saleable article, and every man wants the value of his money, and in my mind the general run of railroad officials want to be fair and act justly. Certainly there are times when differences will arise that must be settled from the head of the company,

and there are more times that such questions should never reach that point. I have reference to questions which could be more readily disposed of in our Division room, and with more satisfaction and at no expense, for you know what a prolonged meeting of the General Committee is financially, so let us see if we can improve on our old way and have as little work for our General Committee as possible and I want to say right here that we have one which is hard to improve upon.

Now, Brothers, when I started out I did not mean to give you a lecture, I just meant to let you know that the Division from the home of our First Vice-President, Brother L. E. Sheppard, is still alive and doing good business and our work and worth is so much appreciated that one of our members has been promoted from the rank of conductor to that of Assistant Trainmaster (Brother F. T. Flinn), and from the way he has taken hold of that position there is no doubt but that he will make a good and efficient officer. Practical in his work and fair in his actions, there is nothing but good words and wishes for him.

Camden, N. J.

UNCLE.

Editor Railway Conductor:

Memorial service was held jointly on June 16th, 1907, by Order of Railway Conductors, Division 111, Ladies Auxiliary to O. R. C., Angel City Division 48, Brotherhood of Railway Trainmen, Paradise Lodge 74, Ladies Auxiliary to B. R. T., Angel City Lodge 156, and Ladies Auxiliary to B. R. T., Golden Gate Lodge 306, Rev. B. Fay Mills officiating. One hundred and twenty-five members and many of their families participated, and all gathered at O. R. C. Hall, 221½ South Main St.,

Everyone made great preparations to deposit flowers on the graves of our deceased Brothers by coming loaded down with all kinds and colors obtainable.

After a most fitting and consoling address made by the Rev. Mills, which cheered us all on our life journey, the entire audience boarded two cars, which conveyed all to Rosedale Cemetery. Here one hour was spent in paying our respects and depositing flowers on the graves of loved ones who had passed on. This performance was simply beautiful for every one even those without friends there seemed to love to carry out the instructions to the letter.

Here over the grave of Brother J. W. Benjamin, the O. R. C. burial service was read.

When through with the joint memorial service at Rosedale Cemetery, we boarded our special cars for Evergreen Ceme-

tery, where the memorial service of the B. R. T. was read over the grave of Leon Wright, by John Williams of Lodge No. 74.

The Ladies Auxiliary No. 306, rendered an appropriate reading over the grave of Sister Crews.

This concluded our sad duty to our loved ones gone on.

It seems to me, ever since, that we had left something unfinished, so much so, that I could scarcely read the lovely and fitting words in our ritual over the remains of our well remembered Brother Benjamin. I know of nothing more benefitting and uplifting for mankind on life's journey than just such work as we perform every 16th day of June.

When I allude to something unfinished I refer to, and ask, all Brothers, will it be out of the way to try and swell this great work by inviting all of the fraternal societies of the railroad train service to join us in the future? A. F. GEORGE.

Los Angeles, Calif.

Editor Railway Conductor:

The 31st Grand Division has contributed its influence to the history of our organization and from a casual perusal of the proceedings will be very much benefited. The lawfully constituted majority has spoken and it becomes the moral duty of each and every member to put his shoulder to the wheel and continue pushing and shoving for the welfare of the Order and all mankind. I desire to suggest, and utterly regardless of the expense, that in the future the entire proceedings of each Grand Division be printed and a copy mailed to each and every member. Why cannot this be done with regard to the last Grand Division and does the authority exist to have it done? It would be of incalculable benefit to the entire organization and every member would then be enabled to reason for himself and from a broader viewpoint than the extremely narrow and selfish one of locality or system and to bestow upon his Division the benefit of his enlightened views. As it now is—scarcely any one outside the delegates is in the least conversant with the situations or conditions beyond his narrow sphere of observation, and the rank and file must depend upon hearsay and possibly strongly prejudiced information. Naturally views formed from such spot lights are apt to be more or less of an obstruction to the work of the Grand Division and to intelligent action on questions continually arising affecting the policy and welfare of our organization. Information diffused as above suggested would safeguard our organization, not alone in the Grand Division, but also in the local Divisions

against the assumption of authority by any clique or faction, and act as a deterrent to the concoction of selfish schemes. It would also, I believe, revive and increase interest throughout the rank and file of the organization, resulting in better attendance at Division meetings. It is a pleasure to be able to subscribe to the action of the Grand Division in regard to Article 82. The majority should indeed be congratulated upon that splendid victory. It is not only wise and conservative but pre-eminently proper that such an important question should be referred to the rank and file for consideration and discussion. Each member of every Division should be given an opportunity to vote on this proposition after a most careful and thorough study of its purpose and effect. It must be confessed that the arguments advanced upon the floor of the Grand Division, in support of this article are not sufficiently strong to warrant its adoption and are of such character as to invoke the spirit of caution. It is no strain upon the imagination to trace the life line between the resolution introduced by the same authority at the last meeting of the W. & S. Association of G. C. at K. C. and this article of war. The original idea is very adroitly preserved in Article 82 and it must be regarded and accepted as an administration measure, [It was *not* an administration measure, and it was the President who advocated referring it to the next Grand Division for action so the rank and file of membership could consider it.—Ed.] therefore the strongest argument in support of it should naturally emanate from that source. Our President's inspiration relative to the necessity for this article of war, was according to the records of the Grand Division, received at the recent political convention, held in Chicago. The mysterious weakness said to have developed in this Chicago convention, is the basis of his opinion in support of this article of war. As a matter of fact, if there was a weakness, (and it is admitted), in the attack at Chicago, it was not constitutional. It was a weakness contracted at K. C. where the power and influence of the grandest organization on earth was dissipated. The connection readily seen between the resolution referred to and this article of war 82, both by the same author is proof positive that the inspiration was received prior to the gathering of the clans at Chicago.

The basis of the argument of the author of this war measure is the need of a concrete fighting machine, surely Brother Curtis and the administration do not mean to imply by these words that the

O. R. C. is not concrete. He cannot mean that this organization is not capable of presenting a solid front to the enemy whenever the rights or interests of its members are jeopardized. The word "concrete" is derived from the words con-together, and cresco-to, grow-to, grow together, to absorb. What then is the natural inference? Simply the welding of the two organizations into one concrete fighting machine, or in other words, a merger. It may be possible that the administration did not intend this word concrete in the sense stated here, but if a union of the two forces is aimed at, a better word could not have been chosen. This article of war 82, would not be quite so objectionable if the O. R. C. alone and independently determined what the demands to be presented to our employers should be. There would still be this objection, however, and it alone should be sufficient to defeat the measure, viz; and by way of illustration:

We might have a horse for sale today and be quite positive as to his value, tomorrow he may not be so valuable. Let us consider the danger of putting this power into the hands of a few men, it matters not one iota who they may be. To illustrate this danger, for instance, we have the experience of a diplomatic labor leader. A question between employers and employes was practically settled when the employer after looking over the proposition submitted by employe's representatives, said, "That is all right, boys, and I will sign that." Whereupon an impetuous and indiscreet agitator, a member of said committee, arose in the rear and replied, "Yes, you will sign it because you have got to." The official answered, "What's that?" It was repeated and immediately the paper was torn to pieces and a strike was precipitated. It was fortunate indeed that the power sought in Article 82 did not exist at the time of the recent unpleasantness at Chicago. Brother Bogert is entitled with a good many other Brothers, to much credit for their efforts on the negative side of the question, and I note that one Brother on the affirmative side, paid him the compliment of alienating friends of this article of war, by his fine oratory to which should be added, and the logic of his argument.

I fear this article 82 has demonstrated to a certainty that there is a war, merger, or political element within our organization. If this is the case, commend me to the conservative and progressive element. Only when fair and reasonable effort fails, should we have recourse to the two-edged weapon. I am in full accord with our President's views regarding the use of the sword,

as explained on the floor of the Grand Division. But this weapon should be placed securely beyond the reach of children and irresponsible agitators. The question pertinent at this time is, whether this weapon is not now, as was demonstrated at K. C., accessible to this irresponsible element, and be still more so in the event of the adoption of this article of war, through the medium of the present associations, as organized and conducted. I feel that an abiding faith may be entertained in the wisdom of our membership to decide this question upon its merits. The hood-



Above is a picture of Master Roger Lavigne Eimerman, son of Brother Geo. J. Eimerman, of Division 274. We'd like to make a bet that Brother George isn't boss in that household.

wink, however, should be removed and the exact relationship now existing between the officials of both organizations implied, or otherwise, be revealed as there seems to be a mutual understanding relative to the necessity for this article of war.

Brother Garretson should be congratulated upon assuming the responsibility for the Chicago settlement. He has the O. R. C. behind him, and the voice that spoke at Chicago will speak again, as it should have spoken at K. C., when its dignity and rights are outraged.

Brother Carlin and his little band are to be congratulated upon their present correct attitude toward the organization. The question that caused the temporary estrangement, is one that should always be referred to the Grand Division. No one, or even more systems should tackle that problem independently. Our obligation is binding until our organization is proved disloyal to itself, which time has not yet arrived and let us hope it never will. We believe that faith may be maintained, in the wisdom of the Grand Division in all matters that properly belong to its functions. This much I should like to say, however, upon the subject of the "Double Header," and the present Associations. Familiarity breeds contempt. Seniority should at all times be maintained. It is not fair, nor just to the O. R. C. to put the B. of R. T. on an equal footing under any circumstances and I take issue with the Brothers who alternate with that organization, in the selection of chairman, whether regularly or only once in ten years. In pursuing this policy, while it undoubtedly promotes peace and placates the belligerent organization it detracts seriously from the O. R. C. and places a premium upon membership in the junior organization. The word minor should not be applied to the B. of R. T., as events have proved. It would be just as fair and reasonable to permit the brakemen to alternate with the conductor when on duty. The sceptre should never under any circumstances, pass into the hands of the B. of R. T., and in dealing with that organization, nothing could be more applicable to the question, than that wise old proverb, "Old men for council, young men for war." If the only questions involved in the present and future affiliation with the B. of R. T. were ethical or political, all objections to the absorption process might disappear. But the more important and vital questions, responsibility, and discipline, are the rocks upon which the split will occur and that, too, should the merger scheme assume serious proportion. No means can ever be found to bring the two means under one head, leaving the two extremes on the offside.

There can never be any federation of railway employees, even for political purposes and any attempt along that line, is predestined to defeat. Those who cannot see the danger lurking in such an unwise combination of highly combustible elements must be taught to see it. There is no matter more inflammable, than the gray matter called the brain. The word "strike" passed down the fuse line of agitators then the explosion. To counteract this we have the word responsibility. This will always be the line of demarkation, and so long as the O. R. C. steers the proper course, its conservativeness and stability will be the magnet that will draw recruits across the line, from the junior organization (our natural resource) as soon as they arrive at the age of discretion and eligibility. I believe if such a policy as here indicated is pursued, there need be no fear of dry rot. There need be no grave concern on this point, as an organization composed of men engaged in a legitimate and honorable occupation is immune from such disease. As a matter of fact it appears to me that the only real danger to the perpetuity of this organization is found in the assimilation going merrily on through the medium of the present associations. These are the hoppers, into which the sheep and goats are being put and the outcome is sure to be all goats, unless the upheaval occurs in the meantime, which I believe it will if the danger is foreseen in time, or unless a new policy is adopted. There is no such line of demarkation between the O. R. C. and the B. of L. E. and this is the only logical merger or federation worth contemplating. I should favor as in harmony with the above policy, the eligibility of trainmen immediately they pass the examination for promotion to the position of conductor. This may possibly open the door to some "undesirable citizens," but it matters not what barriers we may erect, all cannot be excluded. I feel as Napoleon did, when he appointed an arch enemy upon his staff. Upon being asked, by his advisors, why he did so, knowing him to be such, he replied, "when he is on my staff, I know what

JOINT GENERAL COMMITTEE, O. R. C. AND B. R. T., SOUTHERN PACIFIC COMPANY.

ATLANTIC SYSTEM. (See cut opposite page)

1. E. S. Harrison, B. R. T. 576; 2. D. Fitzgerald, B. R. T. 145; 3. J. C. Sears, B. R. T. 451;
4. A. J. Comues, B. R. T. 317; 5. M. A. Whittle, B. R. T. 80; 6. P. W. Lastrow, B. R. T. 662;
7. W. H. Leap, B. R. T. 52, General Secretary Joint Committee; 8. J. W. Hudson, B. R. T. 52;
9. M. Cutting, B. R. T. 697; 10. S. H. Parkinson, Chairman B. R. T. Committee; 11. F. Apple, B. R. T. 80;
12. H. D. French, O. R. C. 383, Vice Chairman O. R. C. Committee; 13. W. Lowder, B. R. T. 738;
14. J. W. Forgason, O. R. C. 76, General Chairman Joint Committee; 15. J. B. McKenzie, B. R. T. 712;
16. S. V. Betters, O. R. C. 76, Secretary O. R. C. Committee; 17. J. G. Marring, O. R. C. 7;
18. H. Averill, O. R. C. 398; 19. W. M. Stockwell, O. R. C. 69; 20. L. Mustermann, B. R. T. 214.

JOINT GENERAL COMMITTEE O. R. C. AND R. R. T., SOUTHERN PACIFIC COMPANY, ATLANTIC SYSTEM.



he is doing, otherwise I might not know." The fact should not be overlooked, that at this particular period, the youngsters' promotion, his mind is naturally bent that way, and to defer his eligibility, or put obstacles in his path, is but to play into the hands of the B. of R. T. I am now of the opinion that the O. R. C. should handle all grievances of all members of the Order, regardless of whether they are "double headers" or not. There should be no discrimination whatever, on this score, as it is bound to create a feeling of resentment, and in favor of the B. of R. T.

You Brothers of the Grand Division are deserving of all praise from all members of this organization, who are right and fair for your resolution, which will keep alive the spirit of the St. Paul union meeting. Right must and shall prevail. It matters not one iota how the vote may have stood on this resolution—the question to be answered, is, is it right and fair? Who has attempted to show that it is not? If the administration would lend its aid there is not the slightest doubt but that a plan could be evolved immediately. A fair proposition has been presented to our organization, on behalf of a worthy and respectable element of that organization, and I am in favor of demanding that our organization and the administration, as well, give them support and relief. They should not be denied this on the ground that they are not the bone and the sinew of the Order, nor on the argument that to enact such legislation as is desired would expel every member. I am prompted to ask how long will this patient and much abused element endure this calumny. Who is authority for the assertion that the exception is magnified and the rule hidden behind the cloak of oblivion. We all know that the strife between capital and labor, like crime, is the soil from which is extracted the prosperity of bond companies, detective agencies, and police systems, and when a clash comes it is their harvest. The longer it continues, the more abundant the harvest. "What fools these mortals be." It is needless to say that the soil will be kept well fertilized. It matters not to these institutions how many victims may be sacrificed in order that the fertilizing process may be continued. The argument that if you are innocent, you have nothing to fear, is entirely beside the question. Evidence in abundance has been produced, and that very recently, that innocent men are discharged upon false reports and manufactured evidence. So strong has been the proof of these malicious reports that employees were reinstated after several months, and full pay allowed, but these are only the fortunate

ones, those who by mere luck were able to run the sleuth to earth and found him employed by a bond company or a detective agency. This is the method in vogue which deprives honest and self-respecting employes of their positions, which is their only capital, acquired only after many years of privation, toil and danger, reducing their families to penury, want, and even starvation. These are the thoughts that should appeal to our sympathy. As we glance backward down the vista of the last fifty years, looking up the vista of the future, let us pause and inquire how many more will meet the same fate. These thoughts should be enough to arouse the dead and down timber of our organization. Let us continue this agitation until the justice of our cause reaches the heart of every member of this most potent and powerful organization, if only fully and righteously awakened. Preaching men down does not lift them up. A mind hampered by fifty year old theories and traditions and reluctant to be released is no inspiration and is utterly incapable of progress. There is a considerable contingent of this organization, comprising self-respecting individuals who are determined to have justice done them and an organized effort should be made to this end. They are strictly within their rights as members of this organization, upon its constitution. Don't you think, Brother C. E. Whitney, that we are buncoed a little by the appellation, the Grandest Organization on Earth?

Regarding an incident in connection with the last Grand Division, I cannot in justice to myself, refrain from a word or two in further explanation. I refer to my telegram to the Secretary of the Grand Division in session at Memphis, provoked by the privileged statement of the delegate from Division 40. I wish to amend said telegram by adding that the letter referred to by Brother Condit does not purport to be from Division 40, and that Division 40 voted to refer it to its delegate, instead of rejecting it, as stated by Brother Condit. While I regret it, I do not feel in the least responsible for the untoward incident as Brother Condit and myself worked in perfect harmony previous to his departure for Memphis and he had my voluntary assurance from the moment he was elected, that I should studiously avoid any move that would in any way cause him any embarrassment at Memphis. I do not consider it dignified nor fair to permit such statements to pass unchallenged. I will take advantage of this opportunity to condemn as vigorously as I may be able, the highly discourteous, unmanly and if you please, brutal tactics employed in some Divi-

sions, and also in the Grand Division, by some members of our organization, to show their disapproval of members who may honestly and conscientiously entertain views not in accord with theirs. To what extent this ungentlemanly and exceedingly ungenerous conduct is successful in coercing many well meaning, but weak Brothers who crave social intercourse, on any terms only those afflicted can testify. I have naught but sympathy for such Brothers and contempt for such brutal and monstrous conduct, which cannot be tolerated without indignation. Wherever those methods prevail, every Brother owes it to his manhood and self respect to aid in stamping it out. There are very strong surface indications that the edict has gone forth to suppress this member of the Grandest Organization on Earth. No reason has yet transpired for this, except the reason contained in the remark that Division 40 is dictating too much. If I should disappear from the field in obedience to the authority of a select council, you will find me marooned on one of those islands in the administration sea, dwelling in perfect harmony with my conscience, but with a mind ever open, and undisturbed by remorse. I sincerely hope you Brothers who have, in the past, labored for the uplifting and moral betterment of our organization will not relax your glorifying efforts because of any reflections upon your literary attainments. I have read many communications and listened on many occasions, to extemporaneous remarks by members of our Order and find that all succeed admirably in making themselves understood and manifesting the highest order of intelligence. Their writings and utterances bear the stamp of candor and sincerity, virtues not to be sneered at. Commend me to members of this Order rather than those who may have graduated from an intellectual gymnasium, equipped with an acrobatic or vacillating mind, a four flush vocabulary and endowed with the power to pass into a trance and proclaim themselves encyclopedias. No doubt many good and worthy members have not the time to consult encyclopedias and inasmuch as they are not in pursuit of literary fame the mind is not exerted in that direction. Were such their ambition, however, a fair measure of success would probably crown their efforts.

I am in receipt of a copy of the Memphis Commercial Advertiser, giving a full account of the public reception tendered the representatives of the Order, by the citizens of that city. Upon the platform of the opera house, where the reception was held, is shown not only many noted and distinguished citizens of that city, and the state of

Tennessee, but also the highest state officials of adjoining states, conferring a great honor upon our organization, by their presence and complimentary and instructive addresses. Upon such an occasion as this it should always be the aim, as it is the duty, of our organization to rise to its highest dignity.

St. Paul, Minn.

D. E. HASEY.

Editor Railway Conductor:

After many moons the old warrior of Division 206 has left his tepee on the banks of the historic Sangamon and put on his war paint that was partly worn off in the late Grand Division pow wow at Memphis where all the braves were on the war path for the scalps of all the Grand Officers and particularly the scalp of the President. But when they found he had no scalp they gave it up and he was saved by the braves as he should be for the Order today has no better brave in the tribe. His actions show that in his entire membership has been progression and I consider him both safe and sane. He is loved by his associates and feared by his enemies. In everything he has done it has been to uplift and dignify the hands of labor and while he has not got the blue blood of old Virginia or of her illustrious sons he has manhood, integrity and moral courage and why, because he showed it in Memphis before the most turbulent, most ungovernable, and most impetuous body of men ever assembled in any Grand Division ever held in the history of the Order, and he was not found wanting when placed on the scales. This can be truthfully said of all his associate Grand Officers and I ask all the members wherever they may be to aid and assist them all and try to make the year 1907 one of the most successful in the annals of our Order. It was my privilege to meet a great many of my old and a great many more new Brothers in Memphis and amongst them Brothers and Sisters Bowman and McArdle of Fort Wayne, Ind.; Sister Bowman was very desirous of meeting the editor and as the old warrior of Division 206 saw she had her war paint on (guess it was war paint) he gladly lent his aid to have them meet, but as Sister Bowman has come out in a neat article in the July CONDUCTOR in favor of the editor, guess there was no scalp lifting (waugh). Now I want to say for Division 206 that we are trying to keep up with the procession but as in all Divisions so many want to ride in the band wagon and the space is limited. It would be better if some would help by helping pull the wagon instead of wanting to ride. What is the matter with Murat (A. H. C.)? Has the duke's "down and out club" got him and why don't the "Jack Rabbit"

of Washington write or why don't the "Venerable and Loved Son of Old Virginia" (Smithers) write? I know his letter would be appreciated, at any rate, by us suckers of Illinois. Even Wick Carroll would be glad to hear from him and he can send his letter via of the Post Mistress at headquarters in Memphis, who I know would "D. H." it to Brother Kellogg. Now I will stop by saying to Brother Kellogg, I wish you all the prosperity possible and hope the CONDUCTOR may improve under your able efforts and with good wishes to all.

COMMODORE, Div. 206.

Springfield, Ill.

The following donations have been received at the Home, for the month of July:

O. R. C. DIVISIONS.

5.....	\$12.00	187.....	\$ 2.00
10.....	5.00	189.....	5.00
18.....	12.00	190.....	12.00
23.....	10.00	192.....	10.00
50.....	25.00	198.....	15.00
53.....	12.00	208.....	10.00
56.....	12.00	209.....	12.00
59.....	5.00	210.....	5.00
60.....	12.00	240.....	10.00
69.....	10.00	257.....	5.00
70.....	5.00	258.....	2.00
76.....	12.00	274.....	10.00
83.....	12.00	288.....	10.00
84.....	15.00	302.....	10.00
85.....	12.00	308.....	5.00
89.....	12.00	309.....	5.00
90.....	5.00	324.....	10.00
95.....	12.10	326.....	5.00
100.....	10.00	328.....	5.00
103.....	12.00	334.....	5.00
104.....	10.00	336.....	5.00
108.....	10.00	364.....	12.00
114.....	12.00	370.....	5.00
116.....	10.00	380.....	12.00
124.....	12.00	399.....	5.00
132.....	12.00	430.....	5.00
136.....	5.00	452.....	5.00
143.....	5.00	453.....	10.00
144.....	12.00	415.....	5.00
145.....	12.00	416.....	5.00

148.....	12.00	470.....	5.00
158.....	3.00	484.....	2.00
166.....	5.00	488.....	5.00
181.....	12.00	498.....	12.00
186.....	10.00		
Total.....			\$625.10

L. A. C. DIVISIONS.

2.....	\$10.00	93.....	5.00
4.....	5.00	96.....	5.00
8.....	5.00	99.....	5.00
9.....	5.00	105.....	5.00
10.....	5.00	121.....	2.00
17.....	3.00	125.....	5.00
20.....	5.00	140.....	3.00
23.....	5.00	155.....	5.00
40.....	10.00	163.....	5.00
59.....	10.00	208.....	3.00
61.....	5.00	212.....	2.50
68.....	2.00		
85.....	5.00	Total.....	\$120.50

SUMMARY.

O. R. C. Divisions	625.10
B. R. T. Lodges	439.90
B. L. E. Divisions	755.25
B. L. F. Lodges	223.10
L. A. C. Divisions	120.50
L. A. T. Lodges	258.00
G. I. A. Divisions	141.50
L. S. to B. L. F. & E. Lodges ..	149.50
James Costello, No. 270, O. R. C.	1.00
Alfred S. Lunt, No. 456, B. R. T.	1.00
Interest in Bank, Cleveland, O.	180.00
Councilman and Members No. 33, L. A. T.	8.50
Members of No. 552, B. L. F. & E. and their friends of Prescott, Arizona.....	97.00
Employees Illinois Central Suburban Services, through Brother W. H. Gerry,	20.00
Proceeds of a Picnic given by No. 1, G. I. A. at the Home..	20.00
Brother F. A. Edwards, No. 519, B. L. E.	1.00
Total	\$3,041.35

Respectfully submitted,
JOHN O'KEEFE,
Sec. and Treas.

Song of the Pearl.

ARCHIE SULLIVAN IN "APPLETON'S."

I was made for the smallest hands to press,
For the softest kiss and the still caress,
For the whispered peace of a night in June,
For tired eyes that watch the moon.
I was made for grief and for hearts that break
To passionate tears for the loved one's sake;
My soul is a mist, my heart a sea,
And I pave the floors of eternity.

LEGAL

Legal Decisions of Interest to Railroad Men.

Prepared for The Railway Conductor by COLIN P. CAMPBELL, Grand Rapids, Mich.

Liability of Carrier where Passenger is injured while Conductor is assisting her to alight.

The plaintiff, a passenger in a train upon the defendant's railroad, had arrived at her destination in Jersey City, and, while stepping from the car to the station platform, was injured by falling to the ground. It appears in the evidence that plaintiff was in the act of descending the car steps, when the conductor reached out his hand to help her, taking her arm by the elbow. Before she had stepped down upon the platform, the conductor withdrew the support of his hand and she fell between the platform and the car. She had a verdict and the judgment thereupon has been affirmed below. As the case presented a question of some novelty, if not of some interest, in the law of negligence, leave was given to the defendant to further appeal to this court.

The court said: "The charge of negligence made in the complaint was that 'one of the servants of the defendant, in the course of his employment, took hold of the plaintiff's arm to assist her in alighting and * * * negligently and without warning removed his hand * * * and by reason thereof, 'she was thrown to the ground. The jury had been instructed that there was no claim of defects in steps, or in platform, and 'that the defendant was under no duty through its employes, or otherwise, to assist this plaintiff in alighting from the train.' At the close of the charge

the court was then requested by the defendant to instruct the jury, further 'that the defendant was not liable for the carelessness, if any, of the conductor in performing a gratuitous courtesy to the plaintiff.' This request was refused, and the appellant argues that therein the trial court erred. It must be admitted that if the request stated the correct rule of law, the refusal of the instruction to the jurors was most material and would entitle the defendant to a retrial of the issue. To establish the charge of negligence, it was necessary, in this case, as in all others, to prove that the defendant had failed in some legal duty, owing from it as a carrier of passengers. The legal duty must have existed and its breach must have been shown in an imperfect performance of the contract of carriage, or in the advertent omission or commission, of some act in the performance, the injurious results of which might have been foreseen by a reasonably prudent person. It is clear enough that the test here is whether the conductor of the train, in thus proffering his aid to the plaintiff upon her arrival at her destination, was acting within the scope of his employment. I suppose that the contract of carriage required the safe transportation of the plaintiff from the one to the other station and that that meant, if platforms were provided for passengers, from platform to platform. The contract implied the supply of proper agencies for its performance, in engines and cars for conveyance and in

engineers, conductors, and brakemen to control and regulate the movements of the train and the reception and discharge of passengers. So far as the defendant's duty related to the transportation of the plaintiff upon its road, it had been performed and the only question is whether its contractual relation with her extended to a responsibility for the act of its servant in charge of the train, in the final act of discharging her from the car. It was not bound to furnish her any personal assistance in leaving the car, for she was, so far as the case shows, in the possession of her faculties and of good health, and was capable of moving about alone. There was nothing defective about the car platform and steps. The conductor of the train stood there, however, and voluntarily undertook to guide and to support her in descending from the car.

The cases to which we are referred do not necessarily control, in so far as a similarity in circumstances is required, and I find none which is precisely parallel. Cases where the servant has negligently assisted a passenger in alighting from a train, which has carried him beyond his station and stops at an unsuitable place for getting off, or where the preparations for alighting were defective and unsafe, or where the servant procured and negligently assisted a person to get on board of a moving car, do not present quite this point, of a voluntary act of assistance proffered by the servant to, and availed of by, a passenger, where none was called for, and so carelessly formed as to be the cause of injury. *Drew v. Sixth Av. R. R. Co.*, 26 N. Y. 49; *Foss v. Boston, etc., R. R. Co.*, 66 N. H. 256, 21 Atl. 222,

11 L. R. A. 367, 49 Am. St. Rep. 607; *Werner v. Chicago, etc., R. R. Co.*, 105 Wis. 300, 81 N. W. 416; *Missouri, etc., R. R. v. White*, 22 Tex. Civ. App. 424, 55 S. W. 593. A conductor is placed in a position of responsible control by the company and he is bound to exercise the greatest care in seeing to the safety of the passengers. He is invested with such apparent authority over them as, reasonably, to induce their confidence in, and compliance with, his directions and, as well, their reliance upon his acts. The situation in this case, it is true, was not such as to suggest any serious danger to the plaintiff in leaving the car, but, when the conductor assumed to extend his aid in doing so, she had the right to accept it, and to rely upon his act being a careful one. In the abstract the instruction asked for was correct, that the company was not liable for carelessness in the performance by its servant of a gratuitous courtesy to the plaintiff, but, as requested, the jurors could only have understood it as referring to the situation which was presented by the evidence. Therefore, as applied to the facts, it was correctly refused.

I think we must reach the conclusion that, while the defendant was under no obligation to supply the aid of a servant in assisting the plaintiff to descend from the car, yet, as the conductor undertook to do so, she had the right to rely upon that official's careful performance of his undertaking, and to hold the defendant responsible for any failure on his part to use reasonable care.

The judgment appealed from should be affirmed with costs." *Hanlon v. Central R. Co. of New Jersey*, 79 N. E. Rep. 846.



FORUM OF STANDARD TRAIN RULES

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

A CORRECTION.

In the July CONDUCTOR we suggested a rule to take the place of rule 4 and in the third paragraph of this proposed rule the printers made us repeat the words "schedule on the old" so if our readers will scratch out the first four words of the fifth line in the third paragraph the rule will read as intended.
—Ed.

EDITOR FORUM—Please answer the following question in THE CONDUCTOR.

Eng. 505 will run extra Van Buren to Wagoner and will meet Ex. 512 south at Wagoner. Ex. 505 arrives at Wagoner and registers in, then receives another order reading Eng. 505 will run Ex. Wagoner to Coffeyville and Ex. 512 south has not arrived. I understand that it would be a good idea to ask about Ex. 512 south, but what I want to know is, has Ex. 505 north a right to leave Wagoner when Ex. 512 south has not arrived, also please say what are the proper spaces to fill out on a register when running extra.

Van Buren, Ark. R. P. PHILLIPS.

ANSWER—What is the terminal of an extra and do train orders continue in effect after a train reaches its terminal? We hold that the initial and terminal stations of an extra are the two points named in their running orders, Wagoner being the terminal station in this case, and it is also evident that unless Eng. 505 leaves Wagoner with a regular train

that when they leave there it will be as extra 505, in fact this engine will always be extra 505 when running extra. The order for Eng. 505 to run extra Wagoner to Coffeyville created another extra with terminal at Coffeyville, regardless of whether Eng. 505 had been at Wagoner one minute or one year after they arrived from Van Buren. We also claim that when a train reaches its terminal its orders become void because the train becomes simply so much equipment on arrival at terminal and as such is not entitled to execute or hold orders. It is the duty of a train dispatcher when creating an extra to protect it against opposing extras and this should be done in the order which creates the extra or at least they should receive orders against any opposing extras at the point where they originate. It seems to us criminal to expect an order sent to an extra at Van Buren with limits Van Buren and Wagoner, to protect an extra train with limits Wagoner and Coffeyville, even though the extra bears the same number.

Unless we consider each order to run extra given Eng. 505 as creating a new extra in each case, we would be up against the farce of having engine 505 a continuous extra day after day and week after week, should the engine be kept in extra service that long and such a condition would bring order complications without number. In order to properly handle an extra train we must

consider its terminal as being the second station named in its running order.

In registering all the columns you show should be filled out although the manner of registering trains is largely a matter of custom on each road.

EDITOR FORUM—What is the ruling on these two orders? No. 51, Eng. 51 has right over No. 52, Eng. 52, A to D, or an order framed thus—No. 51, Eng. 51 has right against No. 52, Eng. 52, A to D. Even numbered trains of superior direction. Please state if the second form is not in meaning the same as the first and has not train No. 52 a perfect right to go to C or B and clear 51 according to rules in either case mentioned?

Bellevue, O.

H. W. E.

ANSWER—Both forms mean the same. The second form reading "has right against" is an improper wording of the standard code form, but it does not admit of any other interpretation than that given in the Standard Code. The order simply reverses the rights of trains named and in the example quoted No. 52 is inferior to No. 51 within the limits of the order and No. 52 may proceed against No. 51 between A and D if they clear the time of No. 51 as required by rule.

EDITOR FORUM—We are supposed to have Standard double order system. Will you please advise me through your next issue of THE CONDUCTOR the way a 19 order should be used and if any road uses it for a running order or a will meet order, and oblige?

Grand Rapids, Mich. J. McDONOUR.

ANSWER—There is no restriction in the use of a 19 order in the Standard Code of train rules. Each road issues or should issue special instructions covering the use of the 19 order. It is generally used in cases where the rights of the train addressed are not restricted thereby. For example, an order that No. 1 meet No. 2 at C would be given to No. 2 as a 31 order and to No. 1 as a 19 order, No. 1 being a train of inferior direction. A 19 order may also be used for a running order unless forbidden by

special instruction or by rule. As a matter of fact unless your rules or special instructions place a restriction on its use it may be used for any movement whether it restricts the rights of the train addressed or not.

EDITOR FORUM—92 west bound, superior direction. 91 gets a 19 order to meet 92 at Marion. Half way there 91 gets a 31 to meet 92 at Sweetser, first station west of Marion. It's an absolute fact that 91 is made a superior train by the 19 order and must sign a 31 at S. Now who takes siding? Nothing in any order as to who takes siding. A 19 could not be used to 91 to change meeting point.

Here's another:

No. 2, Eng. 53, will back in siding at Medford and wait until 12:20 p. m. for 91, Eng. 204. No. 2 comes late on the time. Must she back in to have complied or fulfilled the order? E. E. S.

ANSWER—For want of a better word to express the relationship of an inferior train when they are going to the meeting point for a superior train which has been fixed by a meet order we say the inferior train is superior to the other train between where they received the order and the meeting point. In the case under consideration 91 was superior to 92 to Marion, after they received the order to meet 91 at Marion, but when 91 received the second order (we take it for granted that it read "instead of") to meet 92 at Sweetser, the order to meet 92 at Marion was superseded and of course the superiority that 91 held by virtue of the order was superseded. 91 being superior only to Sweetser on arrival at Sweetser (their superiority having ended) they must take siding.

The order that No. 2 will back in at Bedford and wait until 12:20 for 91 is a very poor order to use. The construction of the order is such that the "back in" provision is subject to the time limit, this being the case at 12:20 the order has expired by its own limitation and is of no more effect. A bad feature of the order is the fact that the inferior train has no way of knowing when No. 2 will arrive and before the time is up

the inferior train must get clear of the main track, if No. 2 has not arrived as the order gives them no protection after 12:20.

EDITOR FORUM:—Please publish your decision on the following orders in your next issue of THE CONDUCTOR. We are working under Standard Code.

Order No. 1 gives Eng. 624 working limits between B & C protecting

Order No. 2 Dispatcher runs Eng. 671 over work extra 624 south limits, the order reads as follows:

Eng. 671 will run extra A to D. Eng. 624 is working between B and C protecting.

I claim the order should read, "Eng. 671 will run extra A to D. Work extra 624 is working between B and C, the word protecting in order No. 2 is unnecessary and extra 671 would have a right to go over work extra 624's limits expecting to find work extra protecting. I have

had several old conductors say they would not go unless the order said protecting. J. W. MARSHALL.

New Iberia, La.

ANSWER—Order No. 2 should have read "Eng. 671 run extra A to D." It is not required, neither is it desirable to put a work train order in the running order as that reduces a double order system to a single order system. Extra 671 should receive a copy of order No. 1 before entering the limits and is then at liberty to proceed over the limits expecting to find work extra 624 protecting under the orders given extra 671 would have a right to go through the limits of work extra 824 expecting to find them protecting. In fact, that is the object in using an order directing them to protect.

Under the Standard Code as revised, work extras must protect at all times against other extras unless the order contains the words "not protecting against extras."

"QUESTIONS and ANSWERS"

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OFFICIAL CHANGES

L. S. Berg has been elected president of the Mobile, Jackson & Kansas City.

Joseph Ripley has resigned as principal assistant engineer of the isthmian canal commission.

C. M. Williams has been appointed superintendent of the Colorado & Northwestern, with office at Boulder, Colo.

D. Dugan has been appointed superintendent of terminals of the Atchison, Topeka & Santa Fe at Albuquerque, N. M.

Robert Murray has been appointed assistant superintendent of the Illinois, Iowa & Minnesota, with headquarters at Rockford, Ill.

J. Root, chief dispatcher on the Baltimore & Ohio at Cleveland, Ohio, has been appointed assistant trainmaster at that point.

D. T. Wachter, heretofore yardmaster of the Texas & New Orleans at Beaumont, Tex., has been appointed trainmaster at Jacksonville, Tex.

A. B. Stickney has been appointed assistant superintendent of the San Joaquin division of the Southern Pacific, with headquarters at Bakersfield, Cal.

H. Bates, foreman of locomotive and car repairs of the Chicago & Illinois Western, has been appointed general superintendent, with office at Chicago.

Grove Kennedy, chief dispatcher on the Gulf, Colorado & Santa Fe, has been appointed trainmaster of the Colorado Southern, New Orleans & Pacific at Eunice, La.

P. Laden, heretofore assistant to the assistant chief engineer of the Illinois Central, has been appointed superintendent of the Peoria division, with office at Mattoon, Ill.

J. F. Sugrue, formerly division superintendent of the Chicago, Rock Island & Pacific, has been appointed assistant division superintendent of the Houston & Texas Central at Ennis, Tex.

J. V. Lyddon has been appointed trainmaster of the Lehigh & New England at Pen Argyle, Pa.

Otto Best has been appointed superintendent of terminals of the Western & Atlantic at Atlanta, Ga.

G. Kennedy has been appointed trainmaster of the Colorado Southern, New Orleans & Pacific at Eunice, La.

Raymond H. Smith has been appointed general manager of the Albany & Hudson, with headquarters at Albany, N. Y.

F. S. Elliott has been appointed assistant superintendent of the Kalispell division of the Great Northern at Whitefish, Mont.

M. H. McLeod, chief engineer of the Canadian Northern, has been appointed general manager, with headquarters at Winnipeg, Man., effective on July 15.

George Geiger, formerly superintendent of the Rio Grande Western has been appointed division superintendent of the St. Louis & San Francisco at Francis, I. T.

Frank N. Tinsman, heretofore trainmaster on the Haileyville division of the Chicago, Rock Island & Pacific, has been appointed trainmaster at Chickasha, I. T.

Frank Arnold has been appointed superintendent of the electrical department of the Ft. Dodge, Des Moines & Southern, with headquarters at Boone, Iowa.

D. Black, formerly assistant superintendent of the Houston & Texas Central, has been appointed trainmaster of the St. Louis & San Francisco at Francis, I. T.

C. D. Fisher has been appointed trainmaster and chief dispatcher of the Grand Trunk Pacific at Portage la Prairie, Man. George Gregory has been appointed trainmaster and locomotive foreman at Ft. William, Ont.

E. W. Bowans, trainmaster of the Inter-oceanic of Mexico, at Puebla, Mex., has been appointed superintendent of terminals of the National of Mexico at the City of Mexico.

T. L. Dubbs, superintendent of the Nashville division of the Illinois Central, has been transferred to the superintendency of the Birmingham division, with office at Birmingham, Ala.

W. A. Whitney, superintendent of transportation of the Denver & Rio Grande, has been appointed superintendent of the Union depot of Denver, Colo., succeeding P. J. Nichols, who has been retired under the pension rules.

Ira A. McCormack, heretofore assistant to the general manager of the New York Central & Hudson River has been elected president and general manager of the Randolph & Cumberland Railway, with headquarters at 111 Broadway, New York.

I. G. Rawn, vice-president of the Illinois Central, has been elected vice-president of the Yazoo & Mississippi Valley also, with direct superintendence and supervision over the construction and operating departments, with headquarters at Chicago, effective on June 24.

Vice-president Thomas White of the Boyne City, Gaylord & Alpena announces the following appointments: W. L. Martin, superintendent; C. J. Wilson assistant superintendent; Frank Butler, trainmaster; T. O. Bissell, train dispatcher and car accountant. Headquarters, Boyne, Mich.

C. J. Millis, live stock agent of the Oregon Railroad & Navigation Company, has been appointed vice-president and general manager of the Coos Bay, Rosebud & Eastern Railroad & Navigation Company and the Portland & Coos Bay Steamship Company, with headquarters at Marshfield, Ore.

The Indiana Harbor Belt Railroad and the Chicago Junction Railway (excepting its Union Stock Yards tracks) will hereafter be operated jointly as the Indiana Harbor Belt Railroad, with E. Ryder as general superintendent in charge of transportation and maintenance, with headquarters at Gibson, Ind.

D. D. Curran, heretofore vice-president and general manager of the New Orleans & Northeastern, the Alabama & Vicksburg and the Vicksburg, Shreveport & Pacific, has been elected president of those roads, with headquarters at New Orleans. L. A. Jones has been chosen vice-president to succeed Mr. Curran, but will retain his position as auditor.

G. F. Nevins, heretofore assistant general manager of the Corvallis & Eastern, has been appointed general superintendent, with headquarters at Albany, Ore.

W. B. Ryan, vice-president of the Tehuantepec National, has been appointed general manager also. H. W. Morris, heretofore assistant to the general manager, has been appointed assistant to Mr. Ryan.

J. J. Cotter, formerly trainmaster of the Central of Georgia at Birmingham, Ala., and more recently acting superintendent of transportation, has been appointed division superintendent at Cedartown, Ga.

A. F. Page has been appointed trainmaster of the Paducah district, Louisville division, of the Illinois Central at Paducah, Ky., succeeding L. E. McCabe, who has been appointed superintendent of the Nashville division, with headquarters at Nashville, Tenn.

John F. Stevens, who resigned as chief engineer of the isthmian canal commission on March 1, 1907, has been appointed vice-president of the New York, New Haven & Hartford Railroad, with headquarters at New Haven, Conn. He will have charge of general operative matters.

On August 1, the Atchison, Topeka & Santa Fe proper, which is that part of the system between Albuquerque and Chicago, will be divided into three grand divisions instead of two. The new division, which will be known as the central grand, will be composed of the middle, Oklahoma, western and Panhandle divisions and will include all of the main line from Emporia and Dodge City and all lines north and south of the main line. R. J. Parker, general superintendent of the present western grand division, has been appointed general superintendent of the new grand division, with headquarters at Newton, Kan. Under the new arrangement the eastern grand division will be shortened and will include the Illinois, Missouri, Kansas City, eastern and southern divisions, F. C. Fox continuing as general superintendent, with office at Topeka, Kan. The western grand division will be shortened also and will include the River, Colorado, New Mexico and Rio Grande divisions. H. W. Sharp, division superintendent at Kansas City, Mo., has been appointed general superintendent of the western grand division, with office at La Junta, Colo. D. Farley, heretofore chief clerk in the general freight department at Kansas City, succeeds Mr. Sharp as division superintendent at that point.

The Washington & Columbia River will hereafter be operated as a part of the Pasco division of the Northern Pacific. J. G. Cutler, heretofore general superintendent of the former road, has been appointed assistant superintendent of the Pasco division of the Northern Pacific at Pasco, Wash.

C. M. Hunt, heretofore superintendent of the Pacific & Idaho Northern, has been appointed trainmaster of the third, fourth and fifth districts of the Idaho division of the Boise branch of the Oregon Short Line, the Minidoka & Southwestern and the Malheur Valley, with office at Nampa, Idaho.

G. S. Stewart has been appointed superintendent of the Breckenridge division of the Great Northern, with headquarters at Breckenridge, Minn. C. E. Leverich, assistant division superintendent at Melrose, Minn., has been appointed to succeed Mr. Stewart as superintendent of the Minot division, with office at Minot, N. D., effective on July 18.

The following changes are announced on the St. Louis, Brownsville & Mexico: The position of general superintendent maintained during construction is abolished, and G. D. Huestis has been appointed superintendent of the first division, with jurisdiction between Brownsville and Kingsville and the Hidalgo branch between Harlingen and Samfordyce, with headquarters at Kingsville, Tex. Oliver Rowe has been appointed superintendent of the second and third divisions, with jurisdiction from Kingsville to Algora and the joint track between Corpus Christi and Robstown, with headquarters at Kingsville, Tex. E. T. Gibson has been appointed trainmaster at Kingsville, Tex., with jurisdiction covering entire main line and branches.

It is announced that effective August 1 the divisions of the Atlantic Coast Line will be enlarged as follows: First division, from Richmond, Va., to Florence, S. C., including the lines from Norfolk to Wilmington, N. C., and from Wilmington, N. C., to Sanford, N. C.; second division, from Florence, S. C., to Savannah, Ga.; third division, from

Savannah to Jacksonville; fourth division, from Jacksonville, south. The first and second divisions are to be formed out of what is now the first division. Effective also on August 1, W. M. Newell, now superintendent of transportation of the present first division at Wilmington, N. C., becomes general superintendent of the new first division, with headquarters at Rocky Mount, S. C., and A. W. Anderson, general superintendent of the present first division at Wilmington, becomes general superintendent of the second division, with headquarters at Florence, S. C.

William J. Wilgus, vice-president of the New York Central, who has been in charge of the work in the electric zone and the terminal improvements at the Grand Central station, New York, has resigned, his resignation to take effect on October 1. In an official announcement of Mr. Wilgus' resignation, issued by the company's offices on July 12, the following statement is made: "Mr. Wilgus has several times during the past two years suggested his desire to retire from his official connection with the service of the company, but the great work of changing from steam to electric power in the electric zone, and the reconstruction of the Grand Central terminals, made it almost impossible for the road to comply with Mr. Wilgus' wishes. The initial installation of electricity having been completed, and the practicability and success of handling the business of the road by the new power having been fully demonstrated by months of successful operation, Mr. Wilgus renewed his request to be relieved at as early a date as practicable, suggesting July 1 as the date. At the earnest request of President Newman, however, Mr. Wilgus has consented to remain in his present position until October 1, and with this understanding his resignation, effective on that date, was reluctantly accepted." Neither Mr. Wilgus nor other officials of the company will at the present time state definitely what Mr. Wilgus' future connection will be, or what arrangements may be made to appoint a head to carry on the extensive operations which are still in progress in the electric zone and at the Grand Central station.



MENTIONS

Division No. 2 will hold no regular meetings during August.

Division No. 3 will hold regular meeting only on the fourth Sundays during August and September.

Division No. 9 will hold regular meetings only on second Sundays of August.

Division No. 12 will hold regular meetings only on the 4th Sundays during the months of August and September.

Division No. 24 will hold meetings only on the first Sundays of August and September.

Division No. 54 will hold no meetings during August.

Division 58. No more regular meetings will be held 'till the second Sunday in September. Also place and time of meetings have been changed to 422 Second avenue E., on second and fourth Sundays.

Division No. 61 will hold regular meetings only on the third Sundays during August, September and October.

Division No. 68 will hold no regular meetings during August and September.

Division No. 91 will hold regular meetings only on the 4th Sundays during August and September.

Division No. 92 will hold but one regular meeting a month during August.

Division No. 105 will hold regular meetings only on the 4th Sundays during August and September.

Division No. 113 will hold no regular meetings during August.

Division No. 118 will hold regular meetings only on the 4th Sundays during August and September.

Division No. 124 will hold no more regular meetings 'till the second Friday in September.

Division No. 134 will hold regular meetings only on the second Monday and fourth Sunday during August and September.

Division No. 136 will hold no more regular meetings until September 15th.

Division No. 150 will hold regular meetings only on the 4th Sunday during August.

Division No. 155 will hold no more regular meetings 'till the 15th of September.

Division No. 157 will hold no regular meetings during August.

Division No. 170 will hold regular meetings only on the third Sundays during August and September.

Division No. 206 will hold no regular meetings during August.

Division No. 211 will hold no more regular meetings until September.

Division No. 227 will hold regular meetings only on the first Sundays during August and September.

Division No. 259 will hold no regular meetings during August.

Division No. 274 will hold no regular meetings during August and September.

Division No. 284 will hold no more regular meetings till the second Saturday in September.

Division No. 301 will hold but one meeting during August.

Division No. 310 will hold no more regular meetings until October 6.

Division No. 313 will hold meetings only on the 1st and 3rd Sundays during August and September.

Division No. 316 will hold regular meeting only on the first Friday during August.

Division No. 317 will hold regular meetings only on the first Sundays of August and September.

Division No. 343 will hold no regular meeting during August.

Division No. 346 will hold no regular meeting during August.

Division No. 373 will hold no regular meeting during August.

Division No. 381 will hold no regular meeting during August.

Division No. 400 will hold no regular meetings during August or September.

Division No. 413 will hold no Sunday meetings during August.

Division No. 426 will hold no more regular meetings till September 15th.

Division No. 446 will hold no more regular meetings until the second Sunday in September.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Brother E. L. Hall of Division 326 has been appointed general yardmaster of the B. & O., at New Castle Junction, Pennsylvania.

Brother Frank M. Tinsman has been appointed trainmaster for the Rock Island, Oklahoma division, with headquarters at Chickasha, I. T.

Brother L. K. Morris of Division 311 has been appointed trainmaster of the Albany district of the A. C. L. He has charge of the road from Brunswick, Ga., to Monticello, Fla., via Albany, Ga.

Mrs. Byron Rosa. No. 2467 W 10th Street, S. W., Cleveland, Ohio, is anxious to know the whereabouts of her husband, Byron Rosa. She has not heard from him since last October. He was once a member of Division 14 and later of 295.

Anyone knowing the whereabouts of Brother H. W. Kennedy will kindly communicate with Mrs. M. E. Kennedy, 1643 Pennsylvania Ave., Denver, Colo. Brother Kennedy is a member of Division 432 and when last heard from was working for the Guayquil & Quito Ry., in Ecuador.

Glad to note the appointment of Brother W. E. Paul as general yardmaster at Goldfield, for the Tonopah & Goldfield Ry.

Glad to note the appointment of Brother W. H. Tobin as trainmaster for the Kansas City Southern Ry., at Texarkana, Tex.

Brother G. H. Bussard of Division 458 has been appointed general yardmaster at High Springs, Florida, for the Atlantic Coast Line, Lakeland district.

Anyone knowing the whereabouts of Brother M. McDowell of Division 127, will kindly communicate such information to the Secretary of that Division, 11 Park street, Danville, Ill.

Brother Wm. Welch writes us that he had all his receipts stolen or lost while in Ogden not long ago, and requests that if anyone finds them to forward them to him at Los Angeles, Cal., general delivery.

Anyone knowing the whereabouts of Brother L. C. Dunkin will kindly let it be known to his wife, whose address is 2307 N. 13th Street, Terre Haute, Ind. Brother Dunkin left home the night of June 20th and has not been heard from since.

Word reaches us through the Secretary of Division 478 that Brother Jack Walsh of that Division who has been on trial for the murder of C. W. Meyers, March 15th, has just been declared innocent by the jury. Brother Walsh is to be congratulated.

Glad to note the appointment of Brother Wm. F. Maher as trainmaster for the W., N. & P. division of the Boston & Maine Ry. Brother M. is a member of 122 and has been a familiar figure at conventions for the last 20 years—he has our hearty congratulations.

Mrs. T. B. Watson has a complete set of Marshall M. Kirkman's "The Science of Railways," 12 volumes, as good as new, which she would be very glad to sell. She offers them at the extremely low price of \$10.00. If anyone is desirous of availing himself of this offer kindly address the editor of THE RAILWAY CONDUCTOR.

The following Division Cards have been lost or stolen, if presented, please take up and forward to this office:

Card No.	Written For	Div. No.
671.....	J. H. Leahy.....	6
9410.....	M. C. Drury.....	70
11983.....	J. F. Nightingale.....	113
9471.....	R. L. Boren.....	135
13888.....	B. T. Morse.....	149
3901.....	J. E. Wilson.....	175
17396.....	E. L. Austin.....	178
4687.....	S. C. Seal.....	180
14942.....	Geo. P. Jenkins.....	182
17333.....	J. C. Ferguson.....	196
8424.....	Ed. Parcher.....	232
13943.....	Jno. F. Rogers.....	272
2615.....	W. S. Newkirk.....	312
11954.....	Sam. Walker.....	334
19336.....	W. T. Barry.....	347
14388.....	J. A. Marion.....	386
11446.....	W. J. Taylor.....	400
9035.....	W. H. Pugh.....	458
9042.....	G. W. Smith.....	458
17647.....	Fred Turner.....	459

- Don't shirk the moral obligation to do all you can to uphold the dignity of your trade—to elevate the standard of living.

We note that Brother D. A. Crofton, Secretary of Division 316, is a candidate for Corporation Commissioner of Shawnee, Pottawatomie County, Oklahoma. We don't know a thing about the duties of the office, but will bet two to one that Brother C. can fill the bill, so if the Brothers, of the new state to be, can help any we hope they will do so.

From a marked copy of the "Dawson County Review," published at Glendive, Montana, we note a fine account of "A Jolly Good Time" by the members of Yellowstone Division, No. 191. The "Eastern Star" ladies served the banquet and then there was a "flow of soul." We would be glad to reproduce the whole write-up, but space forbids.

We have received from the Secretary of Division 47 a program and extensive newspaper accounts of a picnic given by that Division July 13th at Winnipeg Beach. \$15,000 was donated by the business men of Winnipeg for the prize-winners of the athletic sports and contests. The prizes consisted of almost everything from town lots to money, jewelry and wearing apparel, and those taking part in the "doings" came from almost every walk of life. Altogether the enthusiasm shown by the business men towards the members of the Order speaks volumes for the high estimation in which railroad men are held in Winnipeg.

Chicago Drops Parade.

Chicago has seen the last of its Labor Day parades, at least for several years to come. The annual march through the streets by thousands of unionists, wearing picturesque uniforms of their trades, was formally abandoned last Monday night by the Federation of Labor as being an "antiquated and luxurious" method of displaying labor's strength before the public. While the federation is putting the parade on the shelf, the Associated Building Trades is also going through the formality of dispensing with this unsatisfactory style of demonstration with the two leading labor bodies against the project, there is no possibility of a parade this year or next.

President Fitzpatrick of the federation led the opposition to the parade. He advised the unions to save the money which they would expend in buying uniforms, banners, carriages and bands, and put it into a big defence fund, with which, he said, "Labor may keep a stiff upper lip and talk as saucily as it pleases to employers. About \$500,000 is spent annually by the workmen of Chicago in these parades. That money is wasted and it is a burden. We can use the money to better advantage to defend labor, as we did in the teamster's trials, which cost us \$60,000. Thus we can accomplish better results, than by flaunting our numbers in a swaggering march on Labor Day."

Older labor leaders supported Fitzpatrick in his contention. Delegates from the carpenters, cigarmakers, printers and some other pioneer unions of Chicago, asserted they were tired of parades.

An unusual demonstration of confidence in a new publication has been shown by the management of the National Corn Exposition, which will be held in Chicago annually. Opportunities of Today, a new magazine, the first number of which will make its appearance within a few days, has been selected as the official organ for the National Corn Exposition Association. The second number of the new publication will be almost entirely devoted to the exploitation of corn, its uses, and how it is utilized by various industries.

R. L. Bernier, the editor of Opportunities of Today, is preparing a beautiful miniature edition, which is to be sent out as a publicity messenger for the corn exposition. A special cover design made in oils and showing a group of different varieties of corn in the ear, has been prepared for Opportunities of Today. The painting alone cost Mr. Bernier \$1500.00.



Edgar Wilson Nye (Bill Nye), from a photograph of the humorist when he was beginning his career at Laramie, Wyoming.



A Kansas man posed as Nye. This photograph has been mistaken by some of Nye's closest friends for the genuine picture of the humorist.

Bill Nye—the Bill Nye of Laramie and of Boomerang fame—is to have a monument, after the ten or more years that have passed since his death. The men who are toiling in the field he graced have taken up the project and are asking the American public—or those Americans who admire Nye's writing—to contribute to the fund and whatever result obtains will find expression in a statue in the Wyoming town where the humorist discovered himself or was discovered as such.

For several years the humorists of the country, especially the newspaper funmakers who are now more permanently identified as The American Press Humorists—an organization five years in existence—have been figuring on ways and means for paying lasting tribute to Bill Nye. This year a plan was launched by the secretary-treasurer of the organization, Frank Thomson Seagrigh, of Los Angeles, by which it is expected that ere another year has passed the monument will have been built and by the efforts of the general public and the press humorists combined. As stated, the people who admire Nye's works are asked to contribute to the extent that they may feel able and in this way a considerable fund should be realized; on the other hand the humorists will provide a large part of the fund when, in September of this year, they will gather, in fifth annual convention, in Los Angeles. At that time they will give a public entertainment unique in its every feature, as no less than twelve of

the leading humorous lecturers and writers of the country have volunteered their services and these will give their best efforts all at one entertainment for which The Auditorium, "Bob" Burdette's million-dollar edifice known as the Theatre Beautiful, has been donated. Burdette, himself—as popular a humorist today as in the days of his Burlington Hawkeye experiences, in spite of the fact that in recent years he has turned preacher and is pastor of the Temple Baptist Church, in Los Angeles—will head the list of entertainers. Eli Perkins, known in private life as Melville D. Landon, one of the humorists of Bill Nye days, will appear and the other lecturers are stars in the lyceum firmament of humor—Strickland W. Gillilan, the "Finnigan to Flannigan" man; Charles Battell Loomis, Wilbur D. Nesbit, S. E. Kiser, Sam Davis, Edmund Vance Cooke, Judd M. Lewis, Henry Edward Warner, Edward W. Miller, and Thomas Augustin Daly, president of The American Press Humorists.

Even if Bill Nye were not the writer of more humorous incidents connected with travel and railroad affairs than any other of the writers present or past, he would be enshrined in the hearts of railway men because of the remembrance hundreds of them still have of the man himself; but his writings teem with the amusing things of life on the rail and not one of his books but contain side-splitting stories of the people he met, the different view he had of humanity "en



Thomas Augustine Daly, President of the American Press Humorists; Editor of The Catholic Standard and Times, Philadelphia, who will act as one of the entertainers at the Nye Memorial.



Frank Thompson Searight, Secretary-Treasurer of the American Press Humorists, who planned the Nye Monument project and is in charge of convention and memorial entertainment arrangements.

route" and the comforts and discomforts of travel by land. While his sad relations with the railway eating house will stand out strongest, perhaps, railroad men never can forget his "About Sleeping Cars," "A Headlight in View," "Railway Sociability," "Lines on Turning Over a Pass," "Where the Roads are Engaged in Forking," "The Model Sleeping Car," and his famous discourse on the safety razor as a luxury for the traveler.

But the range of subjects of Nye's writings is as lengthy as the railway systems combined, almost, and after all, the reader views only the unending mirth, the rare insight into human nature, the lack of sting and almost of sarcasm in the writings of the late humorist of Laramie.

Nye's dislike of title, wealth, display of empty honors and all of the shams of life was noted, and yet he made them laughed at without a trace of bitterness in the making and it is a part of the biography of him that he poked as much fun, or more, at his own offices, while representing the government in various capacities in the Wyoming desert, as at any of the higher officials of his and other countries. His letters of acceptance of the postmastership of Laramie and resignation of the position of land commissioner, made and added to his fame and remain the most humorous documents in possession of the government today.

The American Press Humorists request that contributions be sent to their secretary-treasurer, at 322 West First street, Los Angeles, Cal. In connection with the fund and the entertainment and convention, they are preparing for circulation a book in which new stories of Bill Nye, by old friends, will appear, together with photographs and original letters from Nye. The contributors will include James Whitcomb Riley, "Bob" Burdette, "Zim" of Judge, James Barton Adams, R. S. Graves, Sam Davis of Carson, and others who knew Nye intimately and throw new side-lights on the cheerful soul whom the humorists have decided to immortalize as his works already have immortalized him.

"Golden Wedding Whiskey."

The Finsch Distilling Co., of Pittsburg, Pa., producers of "Golden Wedding Whiskey," have been declared unfair by the American Federation of Labor. The action was taken at the request of the Coopers International Union because the firm uses non-union made barrels and flaunts its opposition to union labor in the face of the unions. The coopers are appealing to the conscience of the trade unionists for support in the matter and as a result Finsch's products and the saloons in which they are handled are becoming very unpopular.

An Ideal All Around Newspaper.

Probably no other newspaper in the United States can show so brilliant an array of special features suited to the tastes and needs of every member of the family as The Chicago Record-Herald. Its regular daily and Sunday features include the letters of William E. Curtis and Walter Wellman, besides the special dispatches from the great centers. Next in importance comes The Record-Herald's unparalleled foreign news service, embracing its own special cables and those of the New York Herald, World, Journal of Commerce and Associated Press. Its pages devoted to commercial and financial news of all kinds are unsurpassed in scope and accuracy. Among other noteworthy features are its popular sporting page, its sound editorials, Kiser's humorous "Alternating Currents," the lively "Stories of the Street and Town," the railroad and insurance columns, music and drama, society and clubs, daily reviews of the latest books, the continued story, the "Woman Beautiful" department, the daily fashion article, "Meals for a Day," news of the lakes, etc., besides a complete array of local and domestic news—all uniting to give the people of Chicago and the northwest a complete and interesting all-around newspaper.

The Sunday Magazine of the Record-Herald is an artistic and literary triumph. Famous authors and illustrators, fine paper and presswork, combine to make it the rival of the great independent periodicals and a distinct departure in Sunday journalism.

Parryites Lose One Member of Alliance.

Following in the wake of the great street car strike the Citizen's Alliance movement as been rent in twain. Members are deserting the sinking ship in hundreds.

Jabez Swan, an employer of San Francisco, for 18 months a staunch member of the Citizen's Alliance, gives the following reasons for leaving the employers' organization:

"I have left the Citizens' Alliance because I have found that the men who comprise it are men without principle. Henceforth I am with the laboring men and shall always continue to be friendly to their cause. I started out to fight the unions, because a contract which was entered into between the Signwriters' Union and myself was not lived up to. The action of the Signwriters' angered me and I determined that I was being treated unjustly, so I declared for the open shop. Then I took up the cudgel

and used every effort to fight the unions. I joined the Citizen's Alliance and was assured patronage from them. The fight has cost me not into the hundreds, but into the thousands of dollars. It was then I found out the insincerity of the people in the ranks of the Citizens' Alliance. They never gave me the support they promised. The patronage that they said would be forthcoming never materialized. Then I realized that the laboring man will sacrifice anything for principle, while the man with money will hold back when his pocket is pinched; I lost my admiration for the Citizen's Alliance. In the first place, I could not stand the financial pressure, and in the second place, the people in the same ranks with me—they of the Citizens' Alliance—were stabbing me in the back. It is one thing for a man to stand and face the enemy with gun in hand, but when he is getting the bayonet in the back, it is an extremely different proposition.

"Under these conditions I conferred with the union representatives and decided to unionize my place. It was a case of one man against 80,000 and that 80,000 willing to starve even for principle. I shall stick to the men with principle. I have had enough of insincerity of the Citizens' Alliance."

We are very much pleased to note the appointment of former Brother W. F. Welker as assistant superintendent for the North-Western Ry., at Ashland, Wis. It may be remembered that Mr. Welker was at one time yardmaster at Cedar Rapids, Iowa.

Brother Charles F. Heitzmann, who is Secretary of Division 54, New York City, is the patentee of a "car replacer." He has named it "Victor No. 2." The set consists of an inside and an outside replacer—that is on the inside replacer the flange of the wheel runs to the top of the rail in a groove which is wide at the bottom and gradually grows narrower to the top, thus producing a pull toward the rail as the wheel nears the top of the rail. The outside replacer is practically the reverse of the inside replacer; that is instead of a groove it has a ridge in the middle with smooth surfaces on each side which diminish in width toward the top of the rail, allowing the flange of the wheel to be pulled over the top of the rail by the lateral pull exerted by the inside replacer. Brother Heitzmann claims it is the only replacer that can be used in yards among the switches and guard rails and that they will hold up the heaviest engines made.

M. C. B. Couplers.

The Committee on M. C. B. Couplers reported at the recent meeting of the Association held at Atlantic City, that during the year they had made an examination of 5,000 broken steel couplers and 3,000 broken steel knuckles together with the knuckle locks on the more prominent types of couplers now in use. Only six of the couplers represented were M. C. B. standard. The committee referred in detail to the principal positions of, and causes for these breakages and reached the conclusion that most of the trouble was due to disregard on the part of the makers to observe M. C. B. specifications and to the failure of the railroads to have the couplers fully tested in accordance with the requirements of the M. C. B. Association.

The Missouri Pacific Tracks.

The executive officers of "The National Union of Railway Trackmen," seem to have stirred things up on the Missouri Pacific. For sometime they have published in their official publication, "The Trackman," pictures of many different sections of the track showing rotten ties, split rails, shy ballast, etc., etc. Finally the State Board of Railway and Warehouse Commissioners of Missouri sat up and took notice. It should be remembered that the Board of Commissioners consists of three members, and it seems that at one time after the inspection of the tracks they agreed to agree on a report, but that later they concluded to agree to disagree. Sometime ago it was reported that the Board had given the road orders to reduce speed between St. Louis and Jefferson City and on several other sections of the road, now that is all denied and Commissioners Wightman and Oglesby say that the condition of the tracks is not dangerous and that the Board will not order the speed of trains reduced. It seems a little strange that a camera will take note of a rotten tie and a broken rail when a board of railway commissioners cannot see them!

Recently, while in Chicago, the editor took occasion to step around to the Union Depot, to take a look at the equipment of the Pennsylvania 18-hour special, between Chicago and New York.

Conductor Pinney, who took the "special" out that day, happened along near the gates and seeing us asked us in and invited us to look the train over, and we did so from engine to rear platform—inside and out. The powerful engine seemed the embodiment of speed

and like a thing of life, eager for the start. One can easily see that with those 80-inch drivers making three of four hundred revolutions a minute he is approaching the annihilation of distance. The fireman remarked that on a recent trip the speed indicator showed 88 miles an hour, and added, "that's goin' some." The interior arrangement of the cars seems to be as near the perfection of traveling as the ingenuity of man can devise. As we were being shown through the elegant coaches the affable porter handed us a little folder on which was the following, which speaks for itself:

"The Pennsylvania Special" pioneer Chicago-New York 18-hour train. Leaves Chicago 2:45 p. m., central time. Arrives New York 9:45 a. m., Eastern time.

All passengers have the freedom of the entire train. The following special features are at their command:

In the buffet, library-smoking car, bath, hot and cold water, barber shop, writing desk and free stationery, free library of books and magazines.

In the observation car, Stenographer (letters and telegrams taken from dictation without charge and transmitted), free library of books and magazines, writing desk and free stationery, four o'clock tea (complimentary), maid, for ladies and children, may be summoned by merely touching the button at the side of every berth and seat. Manicure service for nominal charge. Valet will sponge and press gentlemen's garments over night for nominal charge. Electric lamps will be found in berths, convenient for reading after retiring. Telephone connection in observation car while train is standing in Chicago Union Station. (Calls within city free.)

In connection with the fact that the New York State Board of Railroad Commissioners was abolished by the last Legislature, the Middletown, N. Y. paper has the following to say of Brother Brazee:

It is with no little satisfaction that the friends of James E. Brazee take note of his retention by the new Public Utilities Commission, as grade crossing inspector, because it is always a genuine pleasure to see competence and worth continued in place. We imagine that, in all the nine years he has held the position of grade crossing inspector, there has never been a reasonable or well based complaint made of his administration. He has been fair, sensible, unprejudiced and has endeavored to maintain an even balance between the railroads on the one hand and the people on the other, fully recognizing that each

have rights which are bound to be respected.

The position is one demanding considerable firmness and earnestness of purpose, and, if not managed judiciously, might be the means of causing all sorts of embarrassment to the incumbent, but Mr. Brazee, as we have said, has had plain sailing because he has always put forth every effort to be fair.

His record has spoken for him and his retention is announced. He is a very popular gentleman and his hosts of friends most heartily congratulate him.

Anyone knowing the whereabouts of one John McCarthy will kindly communicate with Eugene E. McCarthy, 201 South Water street, Chicago, Ill. Only the John McCarthys, or Johns McCarthy, need answer who have a brother Eugene E. The John McCarthy we are after used to live in Mazomain, Wisconsin, and it is supposed he ran a train in Iowa along sometime in the 80's.

We want to add our voice to that of the many friends of Brother Morey of Division 54, in urging Governor Hughes to appoint him on the Board of Railroad Commissioners of New York. Brother Morey is a just, capable and sober man, devoted to his family and one of the best railroad men in the country. He has the endorsement of all the railroad organizations in the city and state and hundreds of the largest shippers have been glad to speak words of endorsement for him. We trust Governor Hughes will give Brother Morey's application favorable consideration.

Stronger Than Any Party.

An examination of press clippings will convince even the most skeptical that Governor Hughes is a man of national importance—more important at the present time, however, as a teacher of new political methods than as a possible presidential candidate. The local press, regardless of party affiliations, is practically unanimous that Hughes is stronger than either party and worthy of the support of the better element in each. The outside press seems to think that what can be done in the Empire State can be done in any state, and is recommending that other governors adopt the methods of this new teacher, who has demonstrated his ability to govern by appeal to the people and who is the embodiment of the best aspirations of both parties.—From "Who's Hughes, of New York?" by Jas. Melvin Lee, in the August Circle.

The Minnesota State Fair.

The 48th annual display of Minnesota's products opens September 2nd. Every department to be enlarged. New buildings and improvements. Dan Patch on opening day. A big air ship all week.

With many new buildings, great changes on the grounds, wonderful improvements in lighting and sanitation, and a large area added to its exhibition space, the Minnesota State Fair will this year be indeed "the greatest fair in America."

Sweet Marie, champion trotting mare of the world, will be at the Minnesota State Fair to endeavor to break her world's record of 2:02, made at Columbus, Ohio, last September. Sweet Marie is one of the greatest horses alive and is undoubtedly the fastest trotting mare and perhaps the fastest trotter that the world has ever seen. If Dan Patch again lowers the world's record for a pacer and Sweet Marie should lower the record for a trotting mare, the State Fair meet will be one of the great events in the horse world. The fair is to be held the week of Sept. 2 to 7 on the great State Fair Grounds, midway between St. Paul and Minneapolis.

Judge Taft's Interpretation of the Rights of Labor.

While the law was declared by Judge Taft as to the limitations upon the lawful action of labor unions, the essential principles involved in the right of organizations were also announced by him in the same opinion. This right of organization of workmen in the unions would be futile without the right of representation by their own officials in the effort to secure the betterment of their conditions. The remedies adopted by workmen, sometimes mistaken remedies, for the enforcement of their rights, such as the closed shop and the boycott, are only weapons for the enforcement of the fundamental right of collective bargaining for the common benefit. There is no foundation, therefore, for the suggestion that the decisions of Judge Taft were in any sense unfriendly to labor, and it is clear that through his lucid declarations of the rights of labor the railroad brotherhoods secured the judicial vindication of their right of combination and of representation in their demands for the betterment of their conditions.

While these important decisions were rendered by Judge Taft declaring the freedom of interstate commerce from illegal combinations both of labor and capital, the limitations upon the rights of organized labor, as well as the essen-

tial principles involved in the right of organization for the betterment of their conditions, it would be an imputation upon the brilliant judicial record of Judge Taft to suggest that in any of these opinions he declared the law as a friend of any class, or that he made any judicial utterance in any of the cases otherwise than as a living oracle of the law, bound to declare, in every case brought before him, not his own private judgment, but the judgment of the law.—From "The Labor Decisions of Judge Taft" by Frederick N. Judson, in the American Review of Reviews for August.

Would Help Out.

"What can we do to improve the present method of dancing?" thundered the parson. "Dancing is mere hugging set to music."

"We might cut out the music," softly suggested the bad young man in the rear of the auditorium.

Drummers Have Kick? P P P

Every Man's Hand Against Them. Padded Expense Account is the Cause.
By Associated Press.

Kansas City, July 4.—The American Federation of Travelers met here today in first annual convention. The delivery of the address of President D. W. Richmond occupied today's session.

The federation is designed to protect travelers from extortions and exactions of all kinds. "We are not asking any reduction in the ordinary charges," said President Richmond today, "but we do protest against the increased charges and especially the tips we are compelled to pay, which 'the house' does not allow.

"There are also many practices on the part of the railroads which we are resisting. *Many conductors treat us shabbily because we do not pay cash fares.* Bus drivers collect return fare and forget to take us back to the station. Everybody seems to think that the house pays for everything and that we should divide up with them what they call our 'padded expense accounts.'"

Coming from the source it does this charge is about as sublimely slanderous and super-saturated with gall as anything it has ever been our duty to read. The first impression one has after reading it is of numbness along the pneumogastric nerve, and then the face expands into an incredulous smile at the very palpable falsity of the charge. Ye gods and little fishes! Just think of it! A desert burro would laugh out loud if Richmond had whispered that in his ear! Mun-

chausen in all the imagery of his fantastic creations could not have improved on that for pure fiction. And as malicious a fabrication as was ever uttered against an honest set of men. Evidently the feeling of shame is one with which Richmond has no acquaintance, and as far as possible nerve and gall take the place of heart action—fact is, we do not believe there would be enough of him left to bury if his gall was removed. It seems hardly possible that the Associated Press reported correctly.

A Factory Romance.

So brief is the opportunity for personal life with working-people that perhaps in the little time when they enter into self-consciousness they live all the more ardently and vitally. There is a peculiar intimation of this in Maude Radford's immensely human and compelling stories of factory life. "An Idyl of the Yards" in the August McClure's, tells the story of a factory girl of the modern type—vigorous, self-reliant, sophisticated—who suddenly meets and grapples with a moral dilemma of which all her worldly-wise experience has taught her nothing. One loses sight of economic laws and theories in reading this tale, so absorbing is the interest of the human problem; but by implication they are still there, and give this fresh and original tale a background of unusual perspective.

Proof of His Innocence.

A southern negro was brought into the court-room, accused of stealing a neighbor's chickens.

"Mister George Washington Shintopp, did you steal those chickens?" asked the judge pointedly.

"No, sah, jedge; Ah is toe 'spectable fo' dat."

"But it is stated on good authority that a bundle of feathers was found in your back-yard the day before Christmas."

"Dat 'sinneration, jedge, des proves mah innocence, coz' how could de fedders be found in mah back-yard *de day befo' Chris'mus, when mah wife didn't pluck dose chickens until de day after Chris'mus.*"—The Circle.

TRAIN RULE EXAMINATIONS

The Sixth edition of Questions and Answers by C. E. Collingwood, just off the press. It is a complete catechism on the Standard Code of train rules and orders, used by trainmasters in examinations. Contains correct answers backed up by rulings of American Railway Association. Makes examinations easy. Enlarged to a book 5x7 inches and brought up to date. Postpaid \$1.50. **TRAIN DISPATCHERS' BULLETIN,**

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CARENS—Brother L. J. Carens, Division 41, Blue Island, Ill.
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TRAVIS—Wife of Brother N. B. Travis, Division 1, Chicago, Ill.

THE RAILWAY CONDUCTOR

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

General Information Relative to Mutual Benefit Department.

Assessment No. 474, for death of J. K. MacMillan, July 24, 1907.
See Article 27, Laws Governing Mutual Benefit Department.

BENEFITS PAID FROM JUNE 1ST, TO JUNE 30TH, 1907, INCLUSIVE.

BEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
4471	A. C. Hereford	175	10689	B	\$2000	Death	R. R. Accident
4472	F. L. Boyd	107	1966	B	2000	Death	R. R. Accident
4473	A. Burley	189	15317	B	2000	Death	R. R. Accident
4474	J. D. Hare	9	2593	C	3000	Death	Paralysis
4475	J. D. Gillispie	45	3048	C	3000	Death	Polypt of Larynx
4476	S. Reams	59	2325	C	3000	Dis.	Loss of Leg
4477	J. A. Agnew	487	15	A	1000	Death	Accident
4478	W. L. Dyar	482	8218	B	2000	Death	Tuberculosis
4479	Chas. Seaman	415	6212	C	3000	Death	R. R. Accident
4480	J. L. Kimbrough	57	9249	B	2000	Death	R. R. Accident
4481	Leander Stevens	26	3000	C	3000	Death	Heart Failure
4482	E. G. Williamson	457	4685	A	1000	Death	R. R. Accident
4483	W. A. Holzemer	387	1078	A	1000	Death	R. R. Accident
4484	E. R. Protexter	428	2083	C	3000	Death	R. R. Accident
4485	T. Levesque	130	8820	A	1000	Death	Gastro Enteritis
4486	J. L. Pratt	117	128	B	2000	Death	Heart Disease
4487	A. E. Butler	181	13475	B	2000	Death	Typhoid Fever
4488	E. E. Phelps	244	13051	B	2000	Death	Spinal Meningitis
4489	A. M. Warren	270	4184	A	1000	Death	Gastric Ulcerations
4490	J. D. Minehan	350	10644	B	2000	Death	Cerebro Spinal Meningitis
4491	C. J. Rhodes	203	5521	C	3000	Death	Pneumonia
4492	W. E. Alexander	135	10555	B	2000	Dis.	Loss of Leg
4493	M. Murphy	204	5461	A	1000	Death	Heart trouble
4494	Geo. W. Cortright	10	89	B	2000	Death	Paralysis of Heart
4495	W. R. Hunt	141	12590	A	1000	Dis.	Loss of Leg
4496	E. L. Pixley	187	8651	A	1000	Dis.	Loss of Leg
4497	A. J. Kanada	131	2916	A	1000	Death	Rectal Dia. and Sciatica
4498	Thos. Carroll	299	1043	B	2000	Death	Hemorrhage of Lungs
4499	Saml. Livingston	3	4323	A	1000	Death	Heart Disease

NUMBER OF MEMBERS ASSESSED.

Series A, 12,420; Series B, 15,535; Series C, 7,620; Series D, 392; Series E, 56. Amount of Assessment No. 474, \$68,198.00.

FINANCIAL STATEMENT.

Received on Mortuary Assessment to June 31, 1907.....	\$9,489,474.15
Received on Reserve Fund Assessment to June 30, 1907.....	493,790.91
Received on Expense Assessment to June 30, 1907.....	123,155.80
Received on Applications, etc., to June 30, 1907.....	136,795.89
	\$10,243,216.75
Total Amount of Benefits paid to June 30, 1907.....	\$9,241,567.00
Total Amount of Expenses paid to June 30, 1907.....	253,563.45
To the Credit of Mortuary Fund, June 30, 1907.....	247,907.15
To the Credit of Reserve Fund, June 30, 1907.....	493,790.91
To the Credit of Expense Fund, June 30, 1907.....	6,388.24
	\$10,243,216.75

EXPENSES PAID DURING JUNE.

Fees returned, \$22.00; Sundry expense, \$28.20; Postage, \$712.00; Stationery and Printing, \$220.05; Salary, \$767.50; Legal, \$360.05; Expense Insurance Committee, \$185.00.

W. J. MAXWELL, Secretary.

Westinghouse

The "Buzzing" of Triple Valves

Q. What produces the buzzing sometimes heard in triple valves?

A. With the new standard **Quick-Service** triples (Type "K") this is a normal characteristic of the process of charging and recharging the auxiliary reservoir, but **may** also be produced by a leaky emergency valve. With old style quick-action valves, this sound is **always** due to a leaky emergency valve.

Q. How can we distinguish when this sound is due to normal or defective operation?

A. If the emergency valve is leaking, the buzzing will continue after the auxiliary is charged and there will be a blow at the triple exhaust (or retaining valve), while if due to normal operations the buzzing will cease as soon as the auxiliary reservoir is charged and there will be no blow at the triple exhaust.

Q. Should a buzzing triple be cut out?

A. Never, unless it is ascertained that the noise is produced by a leaky emergency valve, since it is of first and greatest importance to have available every pound of breaking power in a given train.

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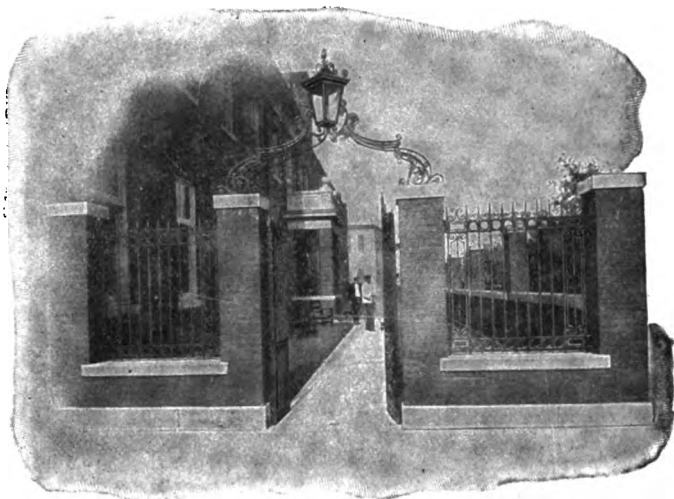
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Published at CEDAR RAPIDS IOWA
BY
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SEPT. 1907

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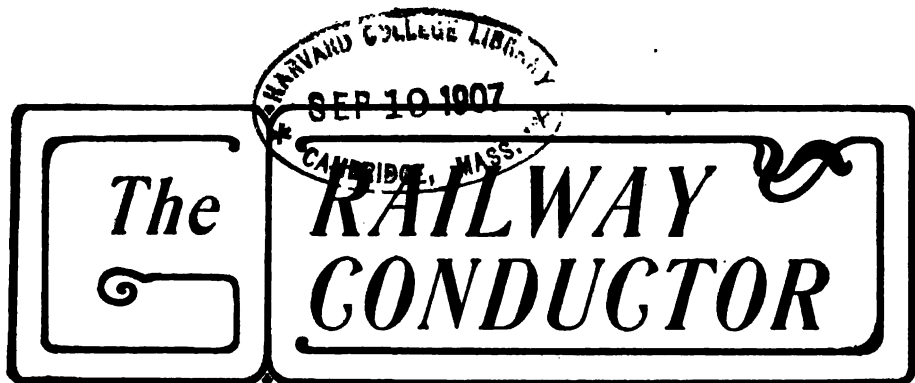
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VOL. XXIV. CEDAR RAPIDS, IOWA, SEPTEMBER, 1907.

No. 9.

V. Socialism.

Address Delivered at Columbia University, Friday, February 15th,
by W. H. Mallock, M. A., of England, in Co-operation with the
Public Lecture Bureau of the National Civic Federation.

The belief that socialism represents a practicable form of society—this is what I ended with pointing out to you in my last address—rests, in the minds of those persons who hold it, and is defended by them, on two grounds. One of these is a doctrine relating to the labor of ordinary men; the other is a doctrine relating to the motives which will secure for society the services of exceptional men.

(1) Popular socialism—socialism as expounded to the masses—says, "The many do everything, and the few nothing. We need not, therefore, trouble ourselves with considering the position of the latter. We have nothing to do but to dispossess them, and their whole inheritance will be ours."

(2) Socialism of the more thoughtful kind is now obliged to say, "We by no means deny that the exceptional few do something. We recognize that their services are essential, and we will get them to ~~export~~ export themselves precisely as they do now; but they shall work for us on our own terms, and the whole of their present inheritance shall be appropriated by us just the same."

Now what I want to point out to you as to these two theories of socialism is this—that, widely different and indeed contradictory as they are in their details, they rest alike on a fallacy which is in both cases fundamentally the same.

This fallacy consists in an ascription to society as a whole, or rather to an overwhelming majority in any society, of powers which it does not possess—no matter how completely democratic its political organization may be.

I will give you an example of this error, taken from a quarter which renders it exceptionally striking. About eight or nine months ago there appeared in the *North American Review* an article dealing with the growth, not of ample, but of colossal fortunes, which last the writer earnestly deplores, and which he desires to see checked. He hides his personality under the initial X; but the editor of the *North American Review* states in a note that he is one of the foremost philosophical thinkers living in the United States. He is obviously, moreover, a man of moderate, not of extreme opinions. I will, with your permission, read to you certain sentences from his article. "It is," he says, "to the true interest of the multimillionaires themselves to join those who are free from envy in trying to remove the rapidly growing dissatisfaction with their continued possession of these vast sums of money." That these men are not mere idlers, that on the whole they render exceptionally economic services to the country, X does not deny; and he admits that it is necessary to stimulate them by allowing them some exceptional re-

ward; but he contends that the rewards which they are at present permitted to appropriate are excessive, and ought, therefore, to be limited. But limited by what means? The means, he says, are ready to hand, and can be applied with the utmost ease. They are provided by the existing political constitution of the United States. And here, comes the passage to which I would particularly call your attention. "No one can doubt," he says, "that, if the majority of the voters chose to elect a Governor of their own way of thinking, they could readily enact a progressive taxation of incomes which would limit every citizen of New York State to such incomes as the majority of the voters considers sufficient for him. And it would be particularly easy," he proceeds, "to alienate the property of every man at death, for it is only necessary to repeal the statutes now authorizing the descent of such property to the heirs and the legatees of the decedent." It is difficult to imagine a more vivid illustration than this of the error to which I am now referring—the error of ascribing to majorities in democratic communities not only more power than they possess, but a kind of power which they do not possess at all, and which no kind of Government ever has or ever can possess, whether it be the most diffused democracy or the most arbitrary and concentrated absolutism. That a unanimous and overwhelming majority in any democratic country can effect any legislative changes they please at any given moment, and perhaps enforce them for a moment, is no doubt true. But life does not consist of isolated moments or periods. It is a continuous process, in which each moment is affected by the moments that have gone before, and the prospective character of the moments that are to come after. If it were not for this fact the majority of voters of New York State, by electing a Governor of their own way of thinking, might not only limit the amount which any citizen might possess; it might do a great deal more besides. If the principles of X are correct, he is a great deal too modest in his estimate

of what a Government might do with the majority of the voters at the back of it. Besides enacting a law which limited what any citizen might accumulate, it might also enact a law, with the same delightful ease, limiting the amount of food which any citizen might eat. It might limit everybody to two ounces a day. It might enact that nobody should wear a greatcoat in winter, or that grown men should array themselves in the clothes of babies. It might decree an eternal holiday, and forbid any citizen to perform any kind of labor. Besides enacting that no father should bequeath his wealth to his children, it might enact just as readily that no father should have the custody of his children. Or again, by electing a Governor of its own way of thinking it might enact that no remedy should be applied to any disease, other than some quack medicine advertised to cure everything. There is nothing in the principles so solemnly laid down by X which would render any one of these enactments more impossible than those which he himself contemplates.

No one can doubt that the majority of voters could enact them all through their Governor, if the enactments happened to coincide with what X calls "their way of thinking" at the moment. But if such enactments were made by so-called all-powerful majority, what would be the result? If the law forbade the citizens to eat enough to keep themselves alive, either the law would be disregarded—in which case it would not be a real law at all; or else, if it were obeyed, the entire population would die. If a law forbade any citizen to labor, the majority of the citizens might be delighted with it on Monday, but on Tuesday, they would disregard it, or all of them would die likewise. If a law were passed which deprived fathers of their children, the parchment on which it was written would shrivel in the common fires of humanity. If a law forbade the sick to take anything but a single quack remedy, a week's obedience to the law would render it a dead letter. In short, if any one of the ridiculous laws were enacted, the citizens them-

selves would refuse to pay the least attention to them as soon as they realized their consequences; and the work which they did as legislators they would tear to pieces as men.

And why? By what power would their legislation be rendered nugatory—by what power which is still more sovereign than the sovereign democracy itself? The power is a double power, and voters contend in vain with it. It is the power of nature and of human nature. Just as the laws of nature must determine all legislation as to building, limiting the powers of the most democratic government more stringently than any king or Kaiser to laws which are in conformity to the nature of the materials used, so do the constitution and propensities of the common human character limit legislation generally, and confine it within certain channels.

All this X and similar thinkers forget. X fortifies himself in his doctrine of the unlimited power of majorities by a quotation from Lord Coleridge, the English judge and lawyer. "The same power," says Lord Coleridge, "which prescribes rules for the possession of property can of course alter them"—the power to which Lord Coleridge refers being the will of the majority at whatever moment may be in question. Lord Coleridge may have been a clever lawyer, but he was a very childish philosopher. Because, in any country, the formulation and enforcement of laws have for their proximate cause the will of the governing body, to thinkers like Lord Coleridge, and to X who appeals to him as a master, it seems that the laws have in this their ultimate cause also. What Lord Coleridge calls "the rules of possession" are, according to him, the arbitrary creation of the body which prescribes them in formal words, and provides punishment for such persons as transgress them. But this is a secondary process, not a primary process at all. Lord Coleridge is simply inverting the real order of things. Half the existing rules prescribed as to the possession of property in any civilized country to-day have for their ultimate object the protection of family life, the

privacy of the private home, and the provision made by parents for their children. But family life is not primarily the creation of law, or of prescribed rules. It is the creation of instincts and affections which have developed themselves in the course of ages. Instead of the law creating family life, it is family life which has dictated, and called into being, the prescribed rules which protect it. X, as a disciple of Lord Coleridge, appears to be under the impression that the practice of bequest in this country has nothing behind it but the statutes which now authorize it in various States of the Union. What is really behind it is a universal propensity of human nature, a powerful and inveterate affection, which prompts the father to work for his children no less than for himself, and desire to pass on to them the advantages which his own efforts have obtained. Law merely sanctions and gives precision to conduct which has a deeper origin than legislation. Property is not primarily the creation of law. Law is called into being by men's practice of acquiring property, just as the legal rights and legal duties of parents owe their being to the unalterable facts of parentage. Laws, or prescribed rules, as Lord Coleridge calls them, are like clothes. Clothes can be varied indefinitely, within limits, by majorities from time to time; but the clothes must all be such as will adapt themselves to the human body and its movements. The will of the majority may prescribe the rule that trousers shall be tight or loose, that they shall be black or brown or bright green or vermilion; but no majority can prescribe that they shall be only three inches round the waist, or that both legs shall be put into a single trouser, or that sleeves shall start not from the shoulder, but from the pockets in the coat tails. To say, therefore, that majorities can enact any laws they please which are in accordance, as X puts it, with their own way of thinking (if we mean by laws that can be carried into effect), is nonsense. The power of the voters is hampered in every direction by the physical constitution of the beings for

whom the laws are made, and the prevalent traits of their moral and intellectual character.

The curious thing with regard to X is that he recognizes this himself; though he utterly fails, in spite of his philosophic eminence, to put two and two together and see how this fact conflicts with the omnipotence which he ascribes to legislation. Let us go back to his assertion which I just now quoted, to the effect that the majority of the voters in New York State could easily limit incomes in any way they pleased, and could, with ease even greater, prohibit all bequests and alienate the property of every man at death; and let us see what he hastens to say the moment after. The powers of the voters, which he is apparently so anxious to invoke, would, he says, be practically less formidable in their action than timid persons might anticipate. And why would they be less formidable? Because says X (and I give you his own words), although "each man, by reason of his manhood alone, has an equal voice with every other man in making the laws governing their common country, and regulating the distribution of the common property * * * (yet) immense and incalculable differences exist in men's natural capacities for rendering honest service to society. Encouragement should be given to every man to use all the gifts which he possesses to the fullest extent possible, and, accordingly, reasonable accumulations and the descent of these should be respected." They should, says X, be respected. Yes—but for what reason? Because, he says, they encourage exceptional men, whose services are essential to society, to develop and use their capacities to the utmost extent possible; and this is merely another way of saying that, without the encouragement provided by the possibility of accumulation and bequest, the exceptional capacities would not be developed or used at all. Moreover, the amounts which may be accumulated and bequeathed, although they will be limited, must, says X, be considerable. Here again we pause to ask the question why? And the an-

swer is obvious. It lies on the face of the entire reasoning of X. It is an answer referable to the character of the particular class of men in question—of the men whose capacities are greater—and in especial of those whose capacities are, as X expresses it, "immensely and incalculably greater"—than those of the mass of their fellow-citizens. These men will not do what is wanted of them unless they are stimulated by a reward which is felt by themselves to be adequate; and what is adequate is decided by their own characters and temperaments, not by any ways of thinking prevalent among other people.

X proposes that they shall be allowed to accumulate and bequeath up to a million dollars. Why does he put the amount at a million dollars, and not cut it down to a thousand? Because he evidently recognizes that the men whose capacities are immensely and incalculably above the ordinary would not be tempted by a reward which, reduced to its smallest proportions, was not comparatively at all events large. X says, in his formal statement of his case, that the amount of the reward is to be determined by what the citizens think sufficient; and he suggests his million dollars as the sum on which most probably they would fix. And it is, of course, imaginable that the citizens, in making such an estimate, might be right. But what X fails to see is this, that if they were right, the sum would not be sufficient, because the citizens themselves thought it was. It would be sufficient because it was thought sufficient by the men of exceptional capacity, at whose thoughts the citizens would have made a shrewd or a lucky guess. The fisherman may make a hundred different kinds of fancy flies, thinking each sufficient at the time; but it lies with the trout to determine whether or no he will rise to them. It is a question not of what the fisherman thinks, but of what the trout thinks; and the fisherman's thoughts are effective only when they coincide with the trout's.

With what intellectual carelessness, and yet with what a solemn self-confidence, thinkers like X, with socialistic

or quasi-socialistic sympathies, approach such questions as the present, may be seen still more clearly by going a little further into the details of the arguments and the proposals of X. He represents the relative positions of the exceptional man, such as the great inventor or organizer, and the masses, by means of the following dialogue between the two: "I have," says the inventor, "discovered something which will be greatly to your advantage. What compensation ought I fairly to receive for it?" And the chosen representatives of the people, speaking for them, answer, "It is for the general advantage to encourage useful inventions; therefore, if we find your invention useful, we will give you the exclusive right to the profits of it for fourteen years"—it being of course understood, as before laid down by X, that these profits shall not exceed an average of fifty thousand dollars a year. Similarly, "the manager and initiator of a great industrial enterprise says to the American people, "I wish to devote myself to your service. What will you allow me to withdraw from the common property for such service?" The American people in their generosity answer, "We will give you as much as we give the President of the United States; and while we give him the compensation for eight years only, we will give it to you for the active years of your life." "It is difficult to see," X adds with amusing naivete, "how any undue restraint would be placed upon any energy or ability of a beneficial character," if the laws were to limit the possible gains of such ability to an income of something like fifty thousand dollars a year, and to place a corresponding limit on the amount of capital which could be bequeathed.

Now let us suppose that the American people to-day strike some such bargain with the inventor of some new means of traction, which will increase the speed of trains, while diminishing their expense and danger. The invention works well, and the inventor for fourteen years draws the maximum profit allowed, namely, fifty thousand dollars a year. But meanwhile he has seen his way to

making his invention still better, or to producing another of quite a different kind, and even more generally beneficial, if only the community will offer him the required inducement, or, as X says, the requisite encouragement, to do so. But if matters are conducted according to the principles of X, the community is able to offer him no inducement whatever; for he already enjoys the maximum which his country, in its generosity, will allow him; and though his further exertions might enrich it with untold millions, his country will be obliged to tell him that he shall not keep a cent of these for himself. What then will happen? If the original compensation was necessary, as X assumes it was, in order to encourage the man to achieve his first great success, the impossibility of his receiving any such encouragement again will be equally operative in discouraging him from pushing his success further. In short, if the principle of which X so glibly says that it is hard to see how it could check the development of ability, were really applied to ability in actual life, its most obvious effect would be to render able men sterile at a period of their industrial life, which was early and premature in proportion as their ability was productive; for in proportion as their ability was productive, the earlier would the time be reached by them at which their efforts would have gained for them the utmost number of dollars which the State, by way of encouragement, would allow them either to enjoy or to bequeath.

Of the astonishing looseness of reasoning which the arguments of X exemplify, let me point to one example more. He implies that the people of the United States would be generous—would be offering more than the occasion really required—because the limitations which he proposes would leave to the inventor, or the great industrial organizer, a larger income than that paid to the President. He here makes the same kind of mistake that the ordinary socialist makes in arguing from military activity to industrial. The position of President of the United States carries with it, as a free gift

to the man who occupies it, powers beyond any that the vastest private fortune could purchase. In dignity, in eminence, in influence, the President of the United States has only perhaps half a dozen equals in all the countries of the globe. For the President, his income is the mere shadow of his power. For the private citizen, it is the engine of it. All this the philosophy of X overlooks; and his philosophy is merely a scholarly and cultivated development of the kind of philosophy which prevails among the more educated exponents of socialism. Instead of dealing minutely with the hard facts of life, they cover these over with the vapors of a vague sentiment and, carried away by their enthusiasms, they mistake clouds for the hard rocks of fact.

Let X, then, and the socialists say what they please, the formal legislation of majorities, beyond certain limits, is impotent. Just as the power of no democracy could make the ordinary man thrive and labor on less food than would nourish his body adequately, so can no power of democracy make exceptional men develop and use the exceptional powers latent in them, under the stimulus of motives which these men themselves do not feel to be sufficient.

Society, in short, may be compared to an electromagnetic engine which works by the pull of magnets—or, in other words, their needs and their ambitions. Men are pulled into their primary activities by their more or less equal needs. In proportion to their capacities they are pulled into their supplementary activities by the magnetic attraction of a multitude of attainable objects, which vary in accordance with what Ruskin calls the indefinitely varied romance of their desires; and, in an economic sense, that society becomes richest which offers, in the shape of prizes to exceptional economic efficiency, the most powerful magnets by which such efficiency may be actuated. And here let me call your attention to an extreme, but not impossible, case.

Let us suppose that the main desire which moved exceptional men to devote their capacities to the augmentation of

their country's wealth was the desire, by retaining at least a considerable proportion of their own products, to retire from the business of production at a certain period of their careers as possible, and to join a class which, whether idle or active otherwise—whether devoted to mere pleasure, or to philanthropy, or an enlightened patronage of the arts, or to speculative thought and study—was itself in an economic sense altogether unproductive. Now, in order to join such a class, and to work with a view of joining it, society must be so organized that such a class can exist; and the fact of its existence would constitute the main moral magnet which, on our present hypothesis, would be essential to the development of the highest kinds of economic power. Such being the case, the following conclusion reveals itself, which, though at first sight it may seem a paradox, will be found on reflection to be self-evident—the conclusion, namely, that a class which, if considered by itself, is absolutely non-productive, may, when taken in connection with the social system as a whole, be an essential and cardinal factor in the working machinery of production, supplying, as it would do, by the mere fact of its existence, the magnetic or attractive power by which the machinery was kept in motion.

The case is, as I have put it, an extreme one; but, with qualifications differing in different countries, it has its counterpart in fact. If men do not work in order to secure leisure for themselves, they work in order to secure leisure for their women. And here I may mention in passing (for I cannot go into the subject now) that one of the most interesting and most important inquiries for the economist would be an enquiry into the influence of women in the sphere of economic action. I do not refer to women as the competitors of men in the labor market. I refer to them as affecting the quality of men's ambition. There are populations to-day—I might almost say nations—which live on woman's desire for feathers and furs and diamonds; and

here we have merely the fringes of woman's influence—the narrow fringes, noticeable because they gleam and glitter. What would X or Lord Coleridge say as to facts like these? What would they say that a woman's appetite for wearing diamonds in her hair owed its origin to the rules prescribed by legislators, which punished one woman as a thief if she took away the diamonds of another? Legislation can regularize or regulate the operation of tastes and motives, just as by locks and dams men can regulate the flowing of a river; but if a given amount of efficiency is to be got out of certain men by applying to them the magnetic power of motive, no majority of other men can make a motive sufficient by agreeing to think that it is so, any more than they can determine the amount and the fall of water required to get a given amount of work from a waterwheel, merely by declaring that as much water as they wish to spare ought to be sufficient to supply as much power as they demand. A group of Hottentots might as well expect an American or a Frenchman to fall in love with a Hottentot, because in their opinion her charms are sufficient to intoxicate everybody.

So, long then, as society desires to get the best work out of its citizens, and so long as some men are, in the words of X, "immensely and incalculably" more efficient than the great mass of their fellows, and so long as their efficiency requires, as X admits it does, some adequate motive or stimulus to induce these men to develop it, these men themselves, in virtue of their inherent characters, must primarily determine what the motive shall be; and not all the majorities in the world, however unanimous, could make an inducement sufficient if the particular minority in question did not feel it to be so. The minority, then, whose efficiency is immensely and incalculably above the average, must, if the majority desires to retain and to profit by its services, necessarily remain in this respect the masters of the economic situation, nor could any conceivable form of socialistic legislation alter the fact.

It is no doubt quite possible that the inducements at present offered to industrial ability may be, in some cases, excessive, and could be diminished to a certain extent without rendering the ability any the less active. But, should this prove to be the case, and should the majority pass measures on the assumption that it was so, it would not be the case, because the majority made the assumption, but because the assumption happened to coincide with the psychological traits of the minority.

All this that I have been urging may be suspected as an exaggerated attack on the principles associated with all conceptions of democracy; and not only socialists, but others, on this account may be inclined to reject it with impatience. I think I shall be able to show you that such objectors are very much mistaken, and that the exceptional powers of dictation possessed in some respects by the minority are so far from being inconsistent with the real powers of the majority, that the powers of the majority, when properly understood, do but illustrate the nature of the former, and are indeed, their counterpart. For though socialism ascribes to majorities powers which they do not possess, we shall find that majorities do actually possess others, in some ways very much greater, of which socialistic thought has thus far taken no cognizance at all. The nature of these powers has been implied in what I have already said; but I now propose to deal with them in a more direct and more explicit way. I have said that minorities are able to dictate their own terms to any body of legislators which desires to secure their services, because they alone can determine what treatment will supply them with a motive to exert themselves. What holds good of the minority as opposed to the majority, holds good in essentials, though in a somewhat different form, of the majority as opposed to the minority.

Let me begin with an example from a sphere other than that of economics—I mean the sphere of religion. In no other sphere has the influence of great individuals been so vast, so far-reaching, so conspicuous, so notorious as in this.

The mere mention of such personalities as Buddha, Zoroaster, Mahomet, and another greater than all of them, will show us that such is the case; and to these we may add the apostles, philosophers, and theologians who have spread and explained the respective gospels intrusted to them, and given by their saintly lives examples of the value of their teaching. But while nowhere is the power of the few more conspicuous than in the domain of religion, nowhere is the power of the many more conspicuous also. No religion has ever become established, and influenced the lives of men, unless its doctrines and its spirit have appealed to those spiritual wants which have been shared to a degree approximately equal by all the multitudes among whom the religion in question has been established. Thus the Christian doctrine of the Atonement would never have been accepted by men, it would never, indeed, have conveyed any meaning to them, if there had not been something in their nature, corresponding to a sense of sin; and the universal effect which this doctrine had on all classes alike throughout the Christian world shows that this something which corresponded with a sense of sin was one of those characteristics in respect of which there was a general equality, and the acceptance of the doctrine was therefore a true act of democracy. For true democratic action is, in its essence, this—an action arising from a spontaneous coincidence of a multitude of thoughts and feelings, which happen to be identical not because those who entertain them have allowed their thoughts and feelings to be determined for them by the same leaders, but because with regard to the points in question they naturally themselves think and feel identically.

Let us now turn again to a matter to which I have referred already—namely, the family life of the citizens of any race or nation. This results from propensities in a vast number of men which, although they are similar, are in each case independent. These propensities of the many give rise to legislation the object of which is, as Lord Coleridge

says, to prescribe rules by which their satisfaction may be regulated and made secure. But the propensities are so far from originating in the legislation that no legislation which ran counter to them would be tolerated. Socialists themselves have continually admitted this, and many of them have deplored the fact, declaring that nothing constitutes so formidable an obstacle to socialism as the obstinate affection with which men cling to family life. The Italian socialist, Giovanni Bossi, who attempted about fifteen years ago to found a socialistic colony in Brazil—an attempt which completely failed—attributes its failure largely to this particular cause. "If I had the power," he writes, "to banish the greatest afflictions of this world, such as wars, plagues, and famines, I would renounce it, if, instead, I could suppress the family."

Here we have an example of pure practical democracy rendering what affected to be democratic legislation powerless. We have the cumulative power of similar human character compelling legislation to limit itself in accordance with what these characters demanded. And now let us go a step—a very short step—farther. The family propensities in question show their dictatorial power not only in the limitations which they impose, but also, and even more openly, in the material surroundings of existence—especially in the structure of the dwellings of all classes except the lowest. The detached cottage, as well as the large mansion, and the tenement of three rooms, are in one respect all alike. They are constructed with a view to keeping the family group united, and each family group separate from all others. Nor do matters end here. For if the spontaneous propensities which result in family life affect the structure of the dwelling, other propensities, more various in detail, but in each case equally spontaneous, determine what commodities shall be put into it.

And this brings us back to our own particular subject—namely, the power of the few and the many in the sphere of

economic production. The man of exceptional industrial capacity becomes rich in the modern world by producing goods or by rendering services, which the many consume or profit by, and for which they render him a return. But in order that they may take his goods and render him a return for his services, the goods and the services must be such that the many desire to have them. All the productive powers that have ever been possessed by men of the highest economic ability would be absolutely futile, unless the commodities which they cheapened and multiplied, or the services which they were employed in rendering, satisfied tastes or wants existing in various sections of the community. The eliciting of these wants or tastes depends very often, and in progressive communities usually, on a previous supply of the commodities or services that minister to them. Thus the introduction of railways, of the telegraph, of the telephone, of the electric light, preceded any popular demand for them; just as many a great writer, according to the wellknown saying, has to create the taste by which he is to be appreciated. But the writer could not create this taste—or, in other words, make it actual—unless it existed already in human nature as a potentiality; nor could the inventors and introducers of the electric light have made the general public anxious to have it in their houses if mankind at large entertained no wish whatever to do anything but sleep in darkness between the hours of sunset and sunrise.

The wants and tastes, then, to which the ability of the few ministers, whether common to all men, like the desire for food, or developed by influences from without, like the desire for electric lighting or telegraphic communication, are, when once they are in existence, essentially democratic in their nature. Each customer is like a voter, who practically gives his vote for the kinds of goods which he desires should be produced and supplied to him. He gives his vote under no compulsion except that which arises from his own internal character; and those men whose ability

multiplies and cheapens the goods are unable to alter his character, and are imperatively obliged to be guided by it.

Thus while, so long as the productivity of labor is sustained and augmented by the ability of the few who direct it, the ordinary man can never be free as a laborer, he is free, and must always remain free, in respect of his tastes as a consumer. A man employed in a brewery may be ordered about by an employer in respect of his technical actions; but no employer could make him like or buy the beer if his palate found it nauseous, and if he preferred whisky. In other words, demand is essentially democratic, while supply, in proportion to its sustained and enhanced abundance, is essentially oligarchic. Now, that demand is essentially democratic, and depends on the tastes and characters of those by whom the demands are made, nobody will be inclined to deny. But if, turning our attention from society, taken as a whole, to the exceptionally able minority on whom the business of supply depends, we shall find that they, as suppliers, make their own demand also—a demand for a recompense, not indeed equal to the value of the whole of the goods produced by them, but bearing a proportion to it which is, in their estimation, sufficient; and this demand rests on precisely the same basis as does that of the public customer. It rests on the tastes and the characters of the men who make it; and it is just as impossible for the many to decide by legislation that the few shall put forth the whole of their exceptional powers for a maximum of fifty thousand dollars, if what they want is a hundred thousand, as it is for the few to make the many buy bad beer when they want good, or green coats when they want black.

That is to say, so long as the wealth of any country depends, firstly, on the average labor of a multitude of average men, and, secondly, on the ability of exceptional men by which the products of average labor are multiplied, the demands of these few are coordinate with the demands of the many; and unless the fructifying power of ability

is to be dispensed with altogether, they are bound to impress themselves equally on the economic structure of society. Just as the character of the many dictates terms to the few, so does the character of the few dictate terms to the many. So long as production depends on men of vastly unequal capacities, legislation can no more reduce the positions of all men to a level than we can create a solid tableland by throwing a blanket over the hills and valleys.

A question, however, still remains to be answered. If the power of the majority is in reality limited, as we have seen it to be, both in the domain of production and politics—if instead of producing all wealth by its labor, it produces only a fraction of it; and if, instead of being able by its votes to enforce any laws it pleases, it is limited on all sides by the complexities of human character, I repeat a question which I referred to in a former lecture, and ask how contrary opinions have arisen not only among uneducated, but among many educated men, that the labor of the many is the sole power in production, and that the votes of the many are potentially the supreme power in legislation. Why is one or other of these opinions, or both of them, asserted over and over again, as though it or they were indubitable, by so many distinguished men, such as Ruskin, Carlyle, Tolstoy, the philosophic X, and non-socialistic members of the existing British Government? For so general a fact the reasons must be equally general. I have already dealt with one of them—namely, certain errors which have been popularized by imperfect economic science; but there are others. The opinions in question are due partly to optical delusions. They are partly what, in Ruskin's phrase, we may describe as "pathetic fallacies," and the latter reenforce the former.

What I mean by saying that they are partly optical delusions is this: that to anyone who considers the surface of things—and we can none of us escape its influence—the many, the people, the average men, the laborers—have the appearance of doing everything. This

is the impression which, spectacularly, they produce on all of us. If, for example, we watch a great ship being built, or crude iron being converted into steel, we see laborers everywhere. We see muscular arms moving. We see adroit hands wielding hammers, which fill the air with ceaseless sounds of riveting. But the forces which direct all this multitudinous labor—the minds which have mastered the secrets of metallic chemistry, of the subtle lines and subtly balanced proportions which enable the great ship to walk the waters like a thing of life—these are hidden away in secluded offices, or remote studies or laboratories; and even when we have identified them, they are to ordinary ears silent. Further, on the impression produced by this spectacular contrast, supervenes the reflection that the work performed by ability, even if important, is performed with ease, while the labor of the many involves visible strain; and sympathy with those who seem to bear the harder burden inclines us to exaggerate their share in the productive process, representing it as proportionate to what they undergo, rather than to what they really produce. When the laborers suffer, or are thought to suffer, any real injustice, this sort of exaggeration both in thought and statement is, for those who sympathize with them, irresistible.

Then again there is generated a similar optical delusion, accompanied by an analogous, though a different kind of emotional delusion, by the spectacle, in democratic countries, of the many as a force in politics. The various ways in which the power of the many is limited are hidden, and escape our vision. All we see is certain given candidates, or given policies, prepared like scales of a balance, into one or other of which the voters cast their votes like so many equal weights; and into whichever scale the majority of these weights is cast, the majority that cast them is bound to win the day. That the voters can, except on very rare occasions, do nothing but choose between courses which have been formulated and submitted to them by a minority—that the chosen course

itself can only be followed out in practice on condition that it is consonant with the needs and the working principles of human nature—these facts do not appear on the surface. We see nothing but the multitude of voting units, whose votes, given or withheld, make or mar the statesman, no less absolutely than the favor of a French king once made or marred a courtier statesman at Versailles. For this reason the democratic statesman of to-day is constantly impelled, no less than was the courtier, to flatter and cringe to the sovereign who can bestow on them, or withhold from them, the power and the position which they covet. Louis the Fourteenth, said "I am the State"; and the courtiers who competed for his favor bowed their periwigs in acquiescence till they touched the sovereign's boots. The democratic politicians of to-day say the same thing to the voters—"You are the State. You are the fountain of power and honor. You are able to do everything"; and they accompany these acts of homage by obeisances yet more profound. In what they say there is an undoubted element of truth, but they exaggerate it till it becomes nonsense; and by repeating their exaggerations they come at last to believe in them. Their phrases become a part of the general language of to-day: and what their phrases express becomes part of the general thought.

Then again a similar kind of flattery is bestowed on the people for reasons of a higher kind. If we believe that there is anything sacred in man as man, then any one man in respect of this is the equal of every other, and the numerical majority, which must always be the manual laborers, becomes morally synonymous, whether as voting or laboring, with humanity itself in its moral needs and struggles. The claims of the majority, when they are thus regarded, seem so paramount that many generous enthusiasts cannot perceive that they have any limits; and spiritual values become, alike in their language and their thoughts, convertible terms with political omnipotence, and with industrial or economic efficiency.

There remains, however, yet another reason for the current exaggerations as to the position which the majority—the average men, as distinct from the exceptional men—hold; and this reason is more potent than any of those just mentioned. Masses of ordinary men, or even men inferior to the average, possess, when circumstances cause them to act in concert, powers which, as related to their immediate objects, are really so great that it is hardly possible to exaggerate them; and they are not only great, but they are formidable. Of these powers, that most familiar to the modern world is the strike. A gifted employer may be ready to endow the world with inventions or products which would not only enrich himself, but would also cheapen and improve the food, or minister to the comfort of millions; but if the mass of laborers required to give effect to his designs refuses his wages, and unanimously declined to work, this one man confronted by several thousand would be practically impotent so long as they maintained their attitude. Still more impressive in their exercise are those further and fiercer powers which, as history shows us, reside in mere numbers also. I mean those of riot and terrorism and physical force generally. Paris is sufficiently familiar with manifestations of power of this kind—with shattered palaces, with barricades and streets running with blood; and a similar familiarity has been lately acquired by Russia. If we look back into the remote past, we encounter the same phenomena. The physical power of numbers was often felt in Rome, notably in connection with the agrarian laws. There have been peasant risings in Germany, Bohemia, and mediæval England. All this is not only true but obvious. The power of the many as against the few is, in certain respects, invincible. No wonder, then, that in the presence of facts like these an impression is produced that the many can do everything. But if we consider all the many deeds, of the kind now in question, which the many in such moments of triumph have ever actually accomplished, or from the nature of the

case can accomplish, we shall find that they all of them fall into the same category—that they are not positive but negative; that they are obstructive, not productive; that they are destructive, not constructive. In many cases even an individual can do as much as a crowd. It took a crowd to demolish the Bastille: but the temple of Diana at Ephesus—renowned as one of the wonders of the world—was burned down by an individual, who became immortal as the arch-fool of antiquity. But because the fool could destroy the temple, does it follow that the fool could rebuild it? Any mischievous boy, with a bit of iron or a log, could upset the most powerful locomotive ever built by human ingenuity. But the boy could not build the engine, any more than Sir Isaac Newton's dog Diamond could himself do over again the elaborate calculations he had destroyed. And multitudes are, in the most formidable display of their powers, nothing more than Newton's dog multiplied. They may sometimes destroy what is injurious along with what is useful and necessary. But the force which enables them to destroy gives them no capacity to reconstruct. A monarchy having been destroyed by the power of a mere multitude, and another government having been formed which successfully takes its place, the latter may be the work of men who were members of the destructive multitude yesterday; but it would not be the work of the miscellaneous and destructive multitude itself. It would be the work of individuals isolated from their former companions and superior to them. A mob, with a few painters included in it, may destroy the contents of a picture gallery: but if any new pictures are to take the place of the old, it will be the few painters, and not the mob, that will paint them.

The same fact is illustrated in a less sensational, but a more direct, way by the power of the many, as embodied in the modern strike. The strike being essentially an economic or industrial movement, it is held to exemplify the power of labor in the sphere of economic production. In reality it does nothing of the kind. I am not for a moment

saying that strikes are not often to be justified; but, however justifiable they be, or however unjustifiable, no single power is exerted in them or represented by them which tends to produce anything—so much as a blade of grass. Still less do strikes represent those higher forms of mind and energy on which the larger part of the productivity of modern labor depends. They represent not labor, but the power to abstain from laboring. Such being the case, they are limited not only in their scope, but also in respect of the time for which they are able to exert themselves. The more extended a strike is, the more inevitable is its early end—an end caused not by the surrender of labor to capital or of capital to labor, but of labor to the necessities of nature, which decrees that the majority must work, unless one and all are to starve.

The many laborers, in striking against the few directors of labor, can avoid ruin to themselves and secure advantages only by hampering the latter, not by paralyzing them. If the men, for instance, employed in some great chemical works, could permanently paralyze the employer who has the brain of the industry, the business would fall to pieces; and the men, instead of securing a higher wage, would destroy the source from which the wages flow. But by harassing the employer—by making his business difficult without making it impossible—strikes, or the menace of strikes, are doubtless a powerful weapon in securing for the laborers wages and general conditions superior to those which they would probably have obtained otherwise. The harassing, however, as experience shows, cannot be carried beyond a certain point without reacting on the men themselves. Injudicious strikes have over and over again killed the industries on which the strikers depended—or at all events killed them so far as their original localities were concerned.

Now to many people it will seem that the great fact here revealed is the extraordinary weakness of the position of the capitalistic director of labor. If a strike in one industry, or at all events a succession of strikes, can thus paralyze the employer and render his capital useless,

what may not a strike do which is national or international in its proportions? The directing class, when its position is thus considered, appears like a hare quaking at the footsteps of a giant, and ready to disappear on his approach. But let us only consider the life of any nation, not as it may be for a few exceptional days or weeks, but as it must be when taken as a whole—the normal life which must soon be resumed, let the interruptions of it be never so violent—and we shall see that this weakness of the directing class is really the main element of its strength; and that the circumstances which give labor its maximum of antagonistic force are really the main elements of its weakness. The smallest body of soldiers that ever took the field could kill the greatest general that ever led them to victory. If a ship's crew mutinied in midocean, any cabin boy could smash the ship's chronometers, throw the sextants overboard, and put a match to the charts. But with these frail instruments gone, what would the mutineers do? They would be as lost and helpless on the ocean as a bewildered child lost on a prairie of endless snow. The case is similar with the great mass of mankind who exercise the average manual faculties of which the average man as a productive agent is capable, and the minority of leading minds by whom their leader is guided and coördinated, and made indefinitely prolific, instead of comparatively sterile. During the French Revolution a chemist was condemned to death on the ground that he was an aristocrat. Attempts were made to induce the revolutionary tribunal to spare him on the ground of his scientific eminence; and the answer of the tribunal was this—"The Republic has no need of chemists." Nothing could better express the state of mind prevalent among those who are heedlessly proclaiming to-day the economic omnipotence of labor as opposed to the forces and classes by whom labor is directed; and the insensate folly of the view which is thus so confidently promulgated has, since the days of the French Revolution, been illustrated in the most striking and dramatic manner by some of the most striking facts of

subsequent economic history. Not only has France itself since then been obliged to restore conditions which make the life of the chemist secure, but the great rival of France, and the industrial rival of Great Britain—namely, Germany—has, solely by the genius of its chemists, as applied to economic processes, established industries—notably those connected with dyeing—which are the source of livelihood to thousands and tens of thousands of laborers, who would, were the talents of a few hundred chemists paralyzed, not know to-morrow where to turn for a crust of bread. Henry George said, not very consistently with a certain portion of his arguments—those in which he so strenuously defends the rights of the private capitalist—that to place the control of the many in the hands of the few was to stand a pyramid on its apex. To him this seemed an absurdity; and, if we take a spectacular view of things—if we view things from the outside only—no doubt it is so. But the dynamic truth is the exact reverse of the spectacular truth. Dynamically it is precisely the apex or the head on which the social pyramid actually does stand. Soldiers realize this when they guard the life of their general. His life, they recognize, is as important to them as it is to himself. And I believe I am right in saying that the more practical and hard-headed representatives of labor realize that, given the possibility on their part of making a reasonable bargain with employers, their own prospects are good, bad, or indifferent, according as their labor is directed by the intellect, the knowledge, and the strenuous and keen sagacity of the picked men of today. In all production there are two partners—the laborers and the director of labor; and those laborers have the most ample opportunity of securing and increasing their own welfare whose labor is coordinated and directed to the best productive advantage, just as the crew of a racing yacht have the best chance of securing the honorarium due to them in the event of victory, who sail under the best captian, and who man the boat designed by the most accomplished naval architect

Legislation and Labor.

JAMES DEEGAN.

The labor question is a perennial question—like Banquo's ghost it will not down. It has challenged the attention of some of our ablest men, and judging by their published opinions, some of our dumbest, who have cleverly written all around the subject without ever touching upon the burning issues of the same; viz., the cause and its cure. Once the cause is thoroughly understood, it is an easy task to apply the remedy. The man who does the right thing and wins, has a far easier time of it than the man who makes the wrong move and loses.

When Adam ate the forbidden fruit, in the garden of Eden, he bequeathed to mankind an inheritance of selfishness which has always been a curse to the following generations. The labor question is the modern phase of the curse.

America is teeming with an abundance of natural wealth, which with labor and the aid of labor saving machinery, has produced a volume whose total is almost incalculable; yet the condition of the people who produced it has not improved in a corresponding ratio with their increased output. There was a time when labor was entitled to all it produced, but statistics furnished by the U. S. Bureau of Commerce and Labor show that only 20 per cent. of the product of Labor is now returned to him in the form of wages.

The art of producing wealth is no longer a secret; on the contrary it has reached its highest state of development to-day; while the system of distributing wealth is very crude—or more properly speaking, there isn't any, for whoever gets the first bite, takes the biggest chunk and the rest of the people fight for the core.

The socialists have advanced the most scientific and equitable method of distributing wealth; but as a majority of the citizens have not embraced that cult, and as it is a question whether they ever will, we will dismiss that phase of the subject and confine our-

selves to a discussion of the present system which they have embraced—involuntary or otherwise.

Briefly stated, the labor question is a universal agitation to secure a more equitable distribution of wealth; how to increase the workers' portion and prevent the grafters and captains of industry from obtaining possession of it all is the question. It is manifest that there must be something wrong with an economic system which permits the men who produce no wealth to own it all and prevents men who produce wealth from possessing any of it. There is something wrong and it can be described in two words, viz., vicious legislation.

Vicious legislation is caused by people voting for such legislation or indorsing for re-election the perpetrators of it, which amounts to the same thing. If we pursue the subject a little further we learn that 85 per cent. of the total vote is cast by wage workers and 15 per cent. by the employing class, so that they are not altogether to blame for this condition of affairs.

When the government was organized the population was mostly capitalistic, therefore the constitution was drafted to meet the requirements of that class. As a result, every time the workers have sought to make a move, calculated to improve their condition, they have been restrained by an injunction and when they seek to evade the injunction by having a law passed, legalizing any departure from the old rut, it is promptly declared unconstitutional by the courts—there is no warrant for it in the constitution.

When we acquired the Philippines, it was learned that there was no warrant in the constitution for governing our colonies. Congress promptly declared that we were a nation, necessarily we must have colonies; therefore it was implied that there must exist authority for enacting legislation to govern them. This thing of giving the ruling class a government by implication, favorable to its interests and the wage-workers a

government by injunction, hostile to its interests, is the direct cause of vicious legislation.

Another reason for this one-sided interpretation of the constitution and its spawn of vicious legislation is because the wage-workers, as a body, have never taken sufficient interest in the premises to secure any other kind of legislation and when they neglected their own interests the neighbors made it unanimous. They have usually confined their efforts to their Labor Unions as a means to improve their condition.

The Unions have not tried to remedy the cause but have directed their effort to fighting the effect and in certain isolated instances have temporarily succeeded, but they have not improved the general conditions and the chances are they never will. What they have gained in wages they have lost in an increased cost of living. They have made the fundamental mistake of trying to help the strong, at the expense of the weak, with the closed shop, which is an arbitrary attempt on the part of the minority to prevent the majority from working. When will the people learn that the man who would do an honest day's work is not an enemy of society and that the man who won't work is? When will the trade unionist learn that he cannot improve the condition of labor by dividing his forces, in striking for the closed shop, and that he could improve conditions by uniting his fellow-workers to strike at the ballot-box for the closed port, against the Asiatic horde, who are swarming at our gates and offering their services at a reduced wage? This creation of divisions in the ranks of labor is vicious and brings its own reward.

The late Congressional election marks an epoch in the labor question in America. The members of organized labor made an attempt, feeble though it may have been, to elect certain candidates to Congress. Their action has aroused wide-spread comment—mostly hostile. The following is a summary of the objections which have been urged against Labor adopting a political program. Labor has no business in

politics. It would disrupt the Unions. If the political parties in existence prove recreant to their trust, what guarantee have we got that other parties would not follow suit? Inasmuch as Labor has never been successful in politics, therefore it never will. There are not a sufficient number of the workers prepared to make the requisite sacrifice of time and money to organize a party.

Labor has no business in politics. This is a lie on the face of it. The constitution of the United States guarantees to every male citizen the right to vote. If they possess the right to vote, then it follows as a logical sequence that they also possess the right to say who they shall vote for, so that they may become the beneficiaries of their own ballots. The purpose and intent of the law is that the voter shall reap the benefit of his privilege—not other people. As it is necessary for Labor to have a political instrument to achieve the logical conclusion of its ballot, then it becomes both a political and business necessity for Labor to go into politics. It would disrupt the Unions. Why take the Unions into politics? The members are sufficient.

If the parties already in existence prove recreant to their promises to Labor, what guarantee have we got that other parties would not follow suit? The machinery of the two dominant parties is controlled by the capitalists. They have not proved recreant to their controlling influence. Then by what process of reasoning do they arrive at the conclusion that the party of Labor would prove recreant to its controlling influence? It is a noteworthy fact, that in all the Parliaments of the world, there is scarcely an instance recorded where a member has betrayed the interests which secured his election. The workingman must learn to distinguish the difference between selecting a candidate and electing a candidate.

Inasmuch as Labor has never won anything without political organization, therefore they never will win anything with political organization. It is a strange fact that no other bodies of men have ever won any political

favors without organization either. They have always won because they were organized, and the other fellows have always lost because they were not as well organized.

There are not sufficient number of the workers prepared to pay the cost of organizing a party. We do not need a party, an instrument to control a party is more sensible and sufficient.

Graft is the greatest evil which affects public life to-day. It has been freely discussed by our cleverest writers, in all the leading magazines and newspapers, who have made the mistake of thinking that public servants controlled conditions, when as a matter of fact, conditions controlled the public servant. When they change the political conditions which make rogues out of honest men, instead of changing the men whose conduct is only a symptom of the system, then they will be on the highway to the elimination of graft. When they change the men without changing the system, they are simply going around in a circle.

As long as Labor, which comprises the principal portion of the population, is prevented from becoming the beneficiary of its own ballot through the lack of a political instrument, to execute its wishes; as long as the individual members are placed in the position that the only way they can win is by selling their votes; many of their votes will be for sale. And there will always be a horde of grafters, shrewd enough to take advantage of the situation, buy those votes, through them obtain a position of trust, then betray that trust by peddling franchises and special legislation to wealthy corporations. Who was that political prophet who enunciated the doctrine that: "Taxation without representation is robbery"? The wage-workers are taxed, but have no representatives, which is a robbery of their constitutional rights.

Many men have tried to "bust" this combination, but in vain. They have not tried to change the system, but the beneficiaries of the system. They do not complain of the robbery of Labor, but rather of the people who rob them.

Elect us to office, they say, and we will rob you in such a polite, refined way that you will say that you like it and want more. The average worker has been deceived so often by those political hypocrites that he has become wholly indifferent to the personality of the grafter who robs him, but takes the keenest interest in party, which is ready to do the one thing necessary, viz., accord to the worker justice, by a full recognition of his citizenship, including its rewards.

This explains why the average politician regards the reformer with suspicion and disgust. The politician knows that the system is crooked, very often he will tell you that it is crooked and that he might as well take advantage of it as someone else. Usually he is correct. The fact of whether there is a just system which rewards Labor or an unjust system which robs Labor, makes all the difference in the world to the laborer. The fact of who receives the reward concerns him as much as the difference between tweedle dee and tweedle dum.

The Socialist party is the only party which promises the worker his full measure of justice. But it also insists that he accept their platform, which includes the cooperative commonwealth. This, many men who are bitterly opposed to the present system, refuse to do. They do not believe that it is necessary to tear down the house in order to repair it. They also believe that concrete results of the day are more necessary than abstract theories of the morrow.

When this disinherited population comes into possession of its own, when they come out of their trance and organize the political machinery necessary to protect their interests, when they receive the just rewards of their citizenship, then they will cease to be merchandise for the machine; its stock and trade gone, it will then be a thing of the past. When the cause is removed, it will not be necessary to tinker with the effect.

The relation of Legislation to Labor or the absence of any relations between them, to speak more correctly, possesses

significance to railroad men. The late reports of the Interstate Commerce Commission show that a hundred thousand men are injured annually, on the North American railroads. What becomes of this vast army of men? The testimony of Daniel Healy is important. Several years ago, while superintendent of the poorhouse at Dunning, Illinois, he was quoted in a Chicago Daily as follows: "The institution at Dunning is overcrowded with men, who were injured on the railroads. So much so, in fact, that there is no room left to take in the worthy poor of the county, who in many instances, have resided here all their lives.

Those men have made a brave effort to earn their own living and failed. They invariably wind up at the poorhouse. They are not responsible for their unfortunate condition, nor are the tax payers, who are compelled to support them. Some steps ought to be taken to compel the railroad companies, who are responsible, to contribute to their support."

Here you have the truth plainly stated, by a competent authority, as to what becomes of the railroad cripple. His finish is the poorhouse.

The railroads are the greatest factor in our country, to-day, for the promotion of prosperity and the increase of wealth. Vast sums of money have been earned, for somebody, for everybody, but absolutely no stable provision has been made for the brave men who ride the black cavalry of commerce in its incessant charges throughout the land and who, like true soldiers, fall at their posts. The railroad cripple is the skeleton of Labor at the prosperity feast. The Brotherhoods have been vexed for years with the problem of how to provide for the injured members, and have failed to solve it yet. There is a Home at Highland Park, Illinois, which is wholly inadequate to meet the demands made upon it. The Manager's statement is that he can only accept about one applicant out of every hundred on account of lack of space and then the applicants are limited to the members

of the Brotherhoods, engaged in train service.

The Brotherhoods have been agitating the question for years of founding a home of sufficient dimensions to take all of their disabled members, but are confronted with the task of first raising a fortune of several hundred thousands of dollars to build it and then raise another fortune every year to sustain it. The International Typographical Union years ago built a home for their aged and disabled members at Colorado Springs. Their testimony is, that if they had it to do over again, they would not do it at all. It costs over \$200 a year for the support of each inmate, which is a severe drain on the members and membership. No doubt the heavy assessments, necessary to support such an institution for the vast army of injured railroad men, would increase the expulsion list to such an extent that it would weaken the various Brotherhoods.

Mr. Healy was right, the railroad companies, to a great extent, are to blame for the cripple's unfortunate condition and should be compelled to contribute to his support. This is proved by the fact that some railroads are comparatively free from accidents, while others are having accidents all the time. Why do not the railroads contribute to the support of their disabled employes? Because there is a lack of authority to compel them to do so and as long as they can shoulder this burden off on other people, they will continue to do so.

Usually it is the new man who is injured. The old men have learned by experience how to take care of themselves. For years the employes have protested against the hiring of so many new men, to the exclusion of experienced ones. They have also protested against the age limit, the physical examination, which frequently rejects a man, otherwise sound, because a joint of one finger is missing, and the blacklist, but their protests have been in vain.

The employes have no voice in the selection of their fellow workmen, yet when one of them is injured, very often

through his own ignorance, the old employe is held responsible for it by the same official who hired the victim. It is an axiom of government that power and responsibility should go together. In this case the railroad official possesses all the power and the employe is a scapegoat for the responsibility.

Congress lately passed a law to cover this, known as the Employers' Liability Law. It supersedes State law, in that it provides that the fellow employe shall not be responsible for an accident to another employe, but that the master shall be. But it is not the law which the employes asked for and it has already been declared unconstitutional; probably it was passed with that contingency provided for. The new law enables an injured employe to recover damages by instituting a civil suit, but the question of obtaining funds to do so is unprovided for and he is left to his own resources; generally he hasn't any. The way it usually works is, if the injured employe has any property or other resources, he can usually get more by suing; sometimes he unjustly gets it, but if he has any resources he gets left.

Most men are so constituted that the sudden acquisition of a large sum of money is a greivous misfortune to them. Railroad men are no exception to the general rule and it is to be recorded with regret that the majority of them who have received a lump sum, from either the Brotherhoods or the railroads, have usually blown it in and went broke within a year. It is not a just rule to pay one man a large sum, because he does not need it, and nothing to another man because he does need it. It would be more equitable to pay each one a stated sum per month, based on the character of his injuries and the number of dependents. Have Congress pass a law pensioning the disabled employes of the railroad service.

When we consider the number of cases, in which the railroad companies pay large sums as damages, the number of times when they are swindled, the cost of maintaining the "Claim Agent's"

office, the "Legal Department" and the Court, we must conclude that it would be cheaper to pay a pension and be done with it.

The Santa Fe Railroad has lately adopted a system of pensions to its old employes. New Zealand has an old age pension law, for all incapacitated workingmen, regardless of occupation, and it has proved a success. The sailors of France lately went on a strike for a more liberal extension of their pension laws. There is a universal sentiment crystalizing that the men who, in addition to giving a life of service to the public, have also given their limbs, should receive financial compensation for the same.

A professor of Political Economy of one of our leading colleges said lately in a lecture: "in tracing the cause of abject poverty of some of our citizens on one hand and the swollen fortunes of other citizens, we have learned that they both proceed from the same source—labor-saving machinery, which has produced a harvest of cripples for the wage-workers and a harvest of dollars for the owners. We, that is speaking for my colleagues, have come to the conclusion that a great injustice was done the wage worker when he was denied any share in those additional profits, which accrued from the use of improved machinery".

The railroads are the greatest labor saving device of the age, and I submit that no more just and equitable manner of dividing the additional profits which accrue from them could be devised than to pension the disabled employes.

President Roosevelt in a speech at the Jamestown Exposition, June 10th, said in part: "The great increase in mechanical and manufacturing operations means a corresponding increase in accidents to the wage worker employed therein, including both preventable and inevitable accidents. To the ordinary wage worker's family, such a calamity means greivous hardship. As the work is done for the employer and therefore ultimately for the public, it is a bitter

injustice that it should be the wage worker himself and his wife and children, who bear the whole penalty.

Legislation should be had alike, from the nation and the state, not only to guard against the needless multiplication of those accidents, but to relieve the financial burden of them."

It is estimated that at least 500,000 men are annually crippled every year in the railroad, mining and manufacturing operations in America.

This thing of corporations taking an army of able-bodied men, using them for a limited time to conduct their business and then throwing them, crippled for life, on the industrial scrap-heap, without any compensation, has gone the limit. It is not only an injustice to the employe but to the rest of the population who are compelled to support him.

The advantages of a pension law are manifold. It would be the proper move for the cripple, save the railroads' money and solve several other problems for the remaining employes. It would solve the problem of a Brotherhood Home and the separation of the injured employe from his family and associates.

At present the cost of supporting the cripple is thrown on his fellow employes who have endeavored to do so through a system of insurance which entails heavy assessments. Many members are unable to meet those assessments, resulting in their expulsion. The expulsion list is so large that it has crippled the various Brotherhoods and promises to undermine them. A pension law would shift the burden to the railroad companies, which would enable the Brotherhoods to modify their insurance laws, thereby greatly strengthening the protective feature, which is and should be the cardinal feature.

The railroad companies in order to minimize the cost of the pensions would find it cheaper to improve the service, thereby reducing the slaughter. At present new and inexperienced men are at a premium. To improve the service, it would be necessary to hire experienced men. This would force the companies

to loosen up on the age limit, the physical examination and the blacklist.

It is the custom in all civilized countries, more especially America, to pay a pension to its disabled soldiers. Why should not the soldier of peace be as much entitled to a pension as the soldier of war?

Society has usually been divided into two classes, the soldier of the plowshare and the soldier of the sword. One created prosperity with the point of his plow and by the sweat of his brow, the other appropriated prosperity with the point of his sword and by the sweat of blood.

The soldier of the sword has usually been hailed as the hero, while the soldier of the plowshare has been regarded with contemptuous indifference. Slowly but surely society is reversing its verdict and learning that the man in the overalls, who creates prosperity, is the real hero in the battle of life; while the man who marches off to martial music, to bathe his hands in his brother's blood, is a false alarm. The railroad employe does not ask for any special legislation in this respect. All he asks for is justice; viz., the same legislation which has been accorded to the other soldier.

One Memorial Day, an old soldier made a speech, wherein he declared that at the conclusion of the civil war the Union soldiers were mustered out at Washington, D. C., and when he marched down Pennsylvania avenue he saw a large streamer on the Capitol building, which said: "That the United States Government had met every obligation, except the one which it owed to the old soldiers for saving the Union, which it could never pay." This was a beautiful sentiment, fittingly expressed, but the soldiers were too wise to be satisfied with the mere utterance of beautiful sentiments. They wanted something more substantial. Sentiment is all right in its place, but it won't buy shoes for the baby nor put flour in the flour-bin of the disabled comrade; it takes money to do those things. Therefore they organized an instrument known as the Grand Army

of the Republic, whose principal object would be to secure legislation for their disabled comrades. They did not organize a party; they organized an instrument to control a party, which they did, and their aspirations are now engrafted on our statute books as the law of the land.

If the railroad men want to help their disabled comrades to pension legislation they have a glorious example in the legislation accomplished by the G. A. R. Here is the dope.

Let the voters, or such of them as are favorable to the idea, organize in their respective congressional districts a league which may elect an executive committee to represent and act for the body. Prior to election have the executive committee call on the proper committee of one of the political parties and arrange to have your pledged and chosen candidates placed on their ticket, for such legislative offices as you may decide that you want. Choose candidates for the state senate, legislature and congress. I wish to explain why those certain officers and no other.

Most political offices pay their possessors in an inverse ratio to their labors. The more you do the less you get, unless you learn to do the people. Many aldermanic offices pay no salary whatever, a member of the legislature usually gets about \$200 a year, in Kansas \$2 dollars a day, while a member of Congress does not get much more than his actual expenses. On the other hand there are many seemingly unimportant offices, which through clever manipulation have been brought to a state of perfection whereby they produce large and juicy dividends for their possessors.

What Labor is suffering from is vicious legislation and the lack of men to push legislation favorable to its interests. The state Legislatures and Congress initiates and passes all legislation. What we want is men, preferably from our own ranks, in those law-making bodies to initiate and pass honest legislation in our behalf.

Whenever a determined body of workingmen nominate one of its own

number to a legislative office, where the rewards are small and the opportunities for helping his fellow toilers are large, you will learn that the average politician will meet you half way and be glad to give you a boost; but whenever you nominate a full ticket and try to get your fingers in the pork barrel they regard you with suspicion. You are poaching on the preserves of the party workers. The workers count the ballots and you know the rest.

Several years ago the minority party in a certain city offered the entire legislative ticket to Labor if it would not put up a full ticket. It comprised nine members of the Legislature, three state Senators and several Congressmen. The offer was rejected and both tickets were defeated, while the Republican ticket, which would concede nothing to Labor, was triumphantly elected. Nearly everyone knows that Labor has tried on different occasions to break into politics and been defeated, but everyone doesn't know why. This will explain why.

We also want an efficient medium to give us intelligent data as to the attitude of the present members of legislative bodies. One of the saddest chapters in the history of organized labor movement in America is the way in which the workers (through ignorance) have betrayed, at the polls, the men in public office who have refused to betray them.

It is a well known fact that men will struggle for years to accomplish a certain object and succeed, then reach out for something which they do not want and thereby lose it all. This is well illustrated in the attitude of Labor towards legislation. There would be comparatively no trouble experienced in securing that which is so badly needed, viz., the election of able men to push the passage of honest legislation for Labor. But it seems that every time there is a possibility of the dream coming true, they lose their heads and try to grab everything in sight and thereby lose it all.

If the dominant party will not place your candidate on their ticket, the minority party will. Sometimes it may

be necessary to indorse the rest of their ticket, but under no circumstances should you consent to your candidate accepting their platform. The halls of Legislation are already crowded with men pledged to the machine and elected by Labor, and we have yet to learn of any of them being of any service to the men who elected them.

The railroad employes occupy a happy geographical position, in that their numbers are usually congested in one district, which greatly increases their chances of winning. Even if you do lose it is far more satisfactory to fight for what you want and not get it, than to strive for what you don't want and get it.

After you have organized your state association, it would be a good idea to elect a few men to lecture on the merits of proposed legislation and own a monthly organ, so the members could keep in touch with the movement. It is not necessary to elect your candidate in each district—the balance of power is sufficient.

The balance of power is the magic wand of statecraft. It is something to conjure with, something to destroy machines, reverse majorities and enable the intelligent minority to control the graftbound majority. Charles Stewart Parnell, twenty years ago, in the British Parliament, gave the world an exhibition of the marvelous possibilities of the balance of power. The independent plan is admirably adapted to our present form of Government and the political situation. It is the way in which the railroad companies have always obtained results.

It is right in line with what a number of influential newspapers have been preaching for years. They have lauded the independent voter to the skies for deserting the machine. If it is patriotism for the business man to desert the machine and vote for his own material interests, why should it not be equally patriotic for the workman to do likewise? It is a common sense plan to control your vote and if you fail to control it, then like a counterfeit quarter it will return and in the

shape of a corporation lawyer in Congress controlling you.

The beauty of the plan and its strength lays in its simplicity. Each district can organize itself. Were you to organize a party, each unorganized district would weaken the whole. Under this plan every district which fails to organize strengthens the neighboring districts, which do.

We have three political parties in the field, who are worthy of our consideration. The Democratic party, which was once a force and may repeat; the Republican party, which is now in force, and the Socialist party, which threatens to become a force. The Democrat party will probably declare for the Government ownership of the railroads, the Republican party will probably declare for the Government control of the railroads, and the Socialist party will declare for the Government ownership of everything, so that which ever way the wind blows we are in for an increased dose of Government. The trend of the times, toward Government control, is the reaction from the trusts. They have developed such tremendous powers, that they are in a position to control the Government. In order to restore the functions of control to the Government, it has become necessary to increase its powers.

Recently the Mexican Government assumed control of all its leading lines, to prevent them from securing control of the Government. Who knows how soon the United States Government may be compelled to follow suit?

The law of the land is that Civil Service employes shall not belong to a political club or party. The unwritten law of their superior officers is that he shall not belong to a labor union.

The railroad question is the paramount question. Nearly everybody, including the President and a number of railroad presidents, have asked for some form of government control. The subject will be threshed out at the next session of Congress and no doubt legislation will be enacted, covering the same. It does not require the services of a fortune teller to forecast how that

control will effect the interests of the employes.

When the employes petition for an increase of wages, there will be nothing doing. The representatives of the government believe your grievance is a just one and would be pleased to grant the same, but they lack the power to do so. But when the employes threaten to strike, there will be no lack of power on the government's part to prevent you from doing so.

Where will the employes get on at then? Their Brotherhoods will be outlawed and the Civil Service rules forbid them organizing politically. They will be caught between the upper and nether millstones of the foreign bondholders and an impersonal government and their interests will be ground to pieces. They will become the victims of a divided responsibility.

The following is a summary of what the workers, more especially the railroad employes, want in the shape of legislation: A pension law for disabled railroad employes. An employers liability law, strong enough to pass the courts, for the dependents of employes killed in the discharge of their duty. An eight hour day. A revision of the tariff, to reduce the present high prices of the necessities of life. A restriction of

immigration, especially mongolian. A child labor law. An anti-injunction law.

We can all remember the story of Cinderella and how her Prince Charming came to rescue her from a life of drudgery. It is very amusing and improbable. People of common sense can scarcely comprehend how many romantic maidens believe in this fairy tale and are firmly convinced that it will come true to themselves. What will those same people think when it is told that the great majority of wage-workers firmly believe that a political Prince Charming will come to relieve them of the burdens and drudgery of citizenship and how hereafter they will lead a life of political ease.

Wake up, Nemo, it is only a dream. Instead of being the equal of a prince of the realm, as a matter of fact you are only a political enuch in the Democrat or Republican Serago.

No Prince Charming will ever come. When you come to and realize that you are a "Sovereign" in an actual republic, instead of an imaginary prince in a fairy tale; when you arise in your might and send men to demand and take legislation in your behalf, instead of pleading for it, you will win and not before.

Law.

JOSE GROS.

Some of our readers must have noticed that during the last few months we have had a tremendous turmoil and clash of opinions among our friends of the upper crust and the most important organs, dailies, etc. The Harper's Weekly, in its issue of August 3rd, gives us the comments of eight of such important organs. They are a fine specimen of what several thousand organs, of what we call public opinion, have been saying about our national troubles. They are even a specimen of all the discussions that have taken place ever since the time

of the deluge, among the talented people of all nations, in regard to any needed retouching of the social fabric. In that fabric of ours men have always tried to make bricks without straw. Worse than that. We have tried to erect a social building by commencing to construct a fine, elaborate roof. Why is it that we have always been so sensible in some of the material aspects of human existence, and remain so foolish in relation to the moral order of our own growth?

Out of the eight comments, above in-

licated, let us pick off the following one from the Philadelphia Ledger:

"We have quite lost that conception of the law expressed by Coke as 'Law is nothing else but reason.' Or as Johnson phrased it, 'The law is the last result of human wisdom acting upon human experience for the benefit of the public.' For this we have substituted the idea that the law is whatever some set of men, under whatever momentary influence or direction, may choose to make it, or whatever some other men, in temporary power, may declare it, with reference neither to human wisdom nor to human experience, and necessarily without benefit to the public."

The Philadelphia Ledger is an intelligent paper, and has been so for several decades, if humanity has ever had any intelligence, of the fundamental kind. In the above thought that paper suggests the idea that all human troubles must necessarily come from defective laws. All the same, it gives us, as satisfactory, two supposed classical and incontestable definitions of the word "Law". That great authority, Mr. Coke, says: "Law is nothing else but reason." But then, what has human reason, human sense, ever been in the fundamentals of human life? Have we ever, men in the past or in the present, have we ever had sense enough to formulate laws in accord with divine law?

What now about that other definition, by Johnson, also approved as correct by the Ledger? "The law is the last result of human wisdom acting upon human experience for the benefit of the public."

Well, human wisdom or experience!

* * * Has that ever tried to abide by the wisdom of God, any more than human sense? What is the use of defining important words by simply using other important ones of which we have never tried to have a correct apprehension? Is our human wisdom or experience sensible as long as it is only used to benefit some, in dollars and cents, while keeping the whole human race sunk into the despotism of legalized injustice, bringing the spiritual degrad-

ation of all of us, poor or rich, saints or sinners? And what about those two words "the public," by which we practically mean—the monopolists, and never—the working masses, the plain people? How can we ever benefit those plain classes through law, as long as law is not made to respect the equal rights of men?

Perhaps a sensible, honest, specific definition of "law" is now in order. Let us suggest as follows:

"Human laws, if they are to be worthy of respect, should be—reflected fragments of divine or natural law. They should then formulate the essential and most simple details of human action by which to apply the principle of universal equity to all the essential and combined activities of the social or national group, in such a way as to let each individual work out his full life, while letting every other individual everywhere do the same; so that to invite the rapid and easy evolution of a sensible, complete humanity under the simple, universal freedom of a righteous God."

We invite our readers to suggest a definition still fuller and more sensible than the above one. Also to unfold the fallacies that our definition may happen to be afflicted with.

Perhaps what makes our definition foolish and useless is that we don't believe as yet in a sensible and righteous God. We only believe in a mysterious God, too poor to give wealth to all men; only rich enough to give wealth to a few men. Or, if we prefer it, we only believe in a God willing to create some men able to be somewhat good, and to let the rest be very poor sticks.

Now please notice that the Philadelphia Ledger we have mentioned acknowledges as follows: "For the classical conceptions of law (as per definitions by Coke and Johnson) we have substituted the idea that the law is whatever some set of men, under whatever momentary influence or direction, may choose to make it, or whatever some other men in temporary power may declare it, with reference neither to human wisdom nor to human experience and necessarily without benefit to the public."

The Philadelphia Ledger forgot to tell us at what period we commenced to make foolish laws, and what kind of laws we managed to make before our present troubles. Just as if humanity had not been soaked in troubles galore ever since the beginning of human history! Just as if human laws had not always been more or less enveloped with the element of monopoly and injustice! Every now and then we claim to be considerably better than the previous generations. Every now and then, if not quite as often, we are told that we are worse fellows than ever before. Both estimates are wrong or incomplete. The real fact is that each generation, or fragment of it, suppresses this or that wrong, and evolves some other wrongs. And do you know why? Simply because each generation, or fragment of it, insists upon cheating God out of His righteousness through a different com-

bination of good and evil in human laws. We thus continue the same war against the simplicity of divine laws, in which there is not any mixture of good and evil. And thus civilization remains like a ship without any compass, traveling from somewhere to nowhere.

And when some of us, poor ignorant creatures, tell the wise men to make good laws, then the wise men say: "But don't you see that God has not yet seen fit to give us the power to make good laws? You just wait until God decides to give us the faculty of legislating wise laws, and you will see how soon we shall manage to behave." No wonder that we have so much religious indifferentism, infidelity, loose habits of life, excesses in all directions. Don't you see that we have no real faith in a righteous God? Don't you notice that we love our own selfish laws much better than the altruistic ones of the "All Father"?

An Industry and Its Language.

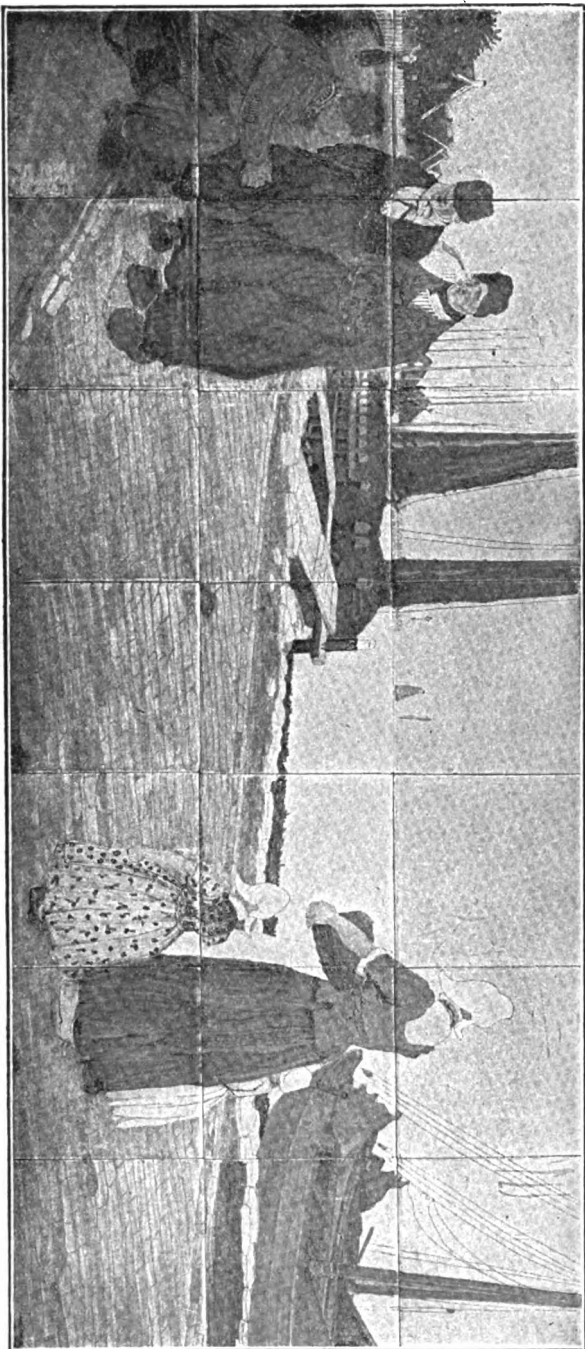
E. L. G. BROWN.

As a nation the Dutch are peculiarly industrious. They have been industrious in building dykes to keep back the water which would otherwise flood their land, but this has been a matter of necessity. Then again they are remarkably industrious in acquiring the foreign languages which are to aid them in their commerce with other countries; and this too almost equally with the dykes is a matter of necessity. Their own country is altogether too small and they themselves too limited in numbers to be sufficient in themselves; and for intercourse and trade with other nations they must speak the tongues of these foreigners who would never think of troubling themselves to learn the Dutch.

One industry which they have pursued for centuries and which has brought Dutch craft much into prominence and made the fortunes of many Dutch painters, is the tile industry. The blue and white varieties of tile known as the

"Delft" have found their way into every other European country and even beyond Europe. The Dutch painters represent every imaginable scene upon these tile; landscapes with windmills, river scenes with fishing boats, or the figures of persons and animals, and much can be gathered of the character of the country, and of its people who make them, from the things they portray. But in reality these painted tile have become so familiar in many countries that the workmanship is too little criticised and the nature of the land they originate in too little read in books or in the pictures they show.

Apart from the industry and skill to which the pursuit of such a manufacture testifies, and the enterprise of this little nation in producing a sufficient quantity to send away some to other countries, thus making of them an article of commerce, the purely practical side of the product is the side which is perhaps the

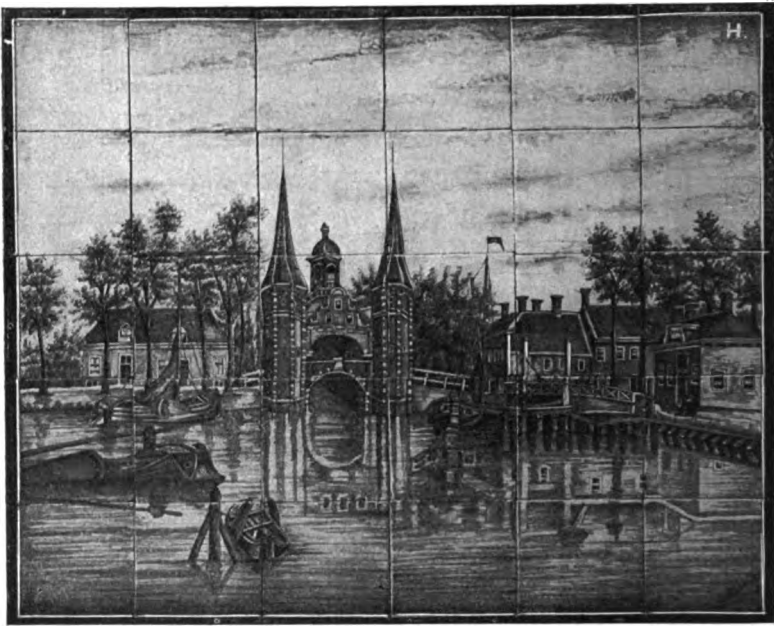


DELFT TILE SHOWING FIGURES

most suggestive. The Dutch are as a people extremely cleanly, and these tile which they apply extensively in their dwellings, and in a variety of other ways extending them even to their articles of toilet, shows their appreciation of a material which from its non-absorbent character is eminently suited to the uses to which they put it. Even in America among those who are able to surround themselves with every toilet requisite that love of luxury or regard for hygiene could suggest, an elaborately designed and hygenic wig-

nation from the fact that none of their neighbors trouble themselves to acquire their language; but if they probably do not reflect that they have long been writing in indelible characters, which all may read, the story of their industry and skill, of their advance in art, and the laws of hygiene upon these tile which they send to those who are so great and numerous in themselves as to make their own language the universal fashion.

The days of wigs are perhaps reviving, or the fashion has never quite died



DELFT TILE SHOWING RIVER SCENE.

stand would scarcely enter into the category of requisites, but such things are known in Holland and the baked clay of which the Dutch make the Delft tile is the substance chosen for such wig-stands. This people in their long and complete familiarity with the possibilities and limitations of the material with which they work, perhaps scarcely realize that in the manifold uses to which they put it, and in the subject of their pictures upon it, they are giving it a language of its own. They are painfully conscious that they are a small

out. American wearers would scarcely desire to add ornamental stands for them to their toilet requisites, however reassuring from the point of view of hygiene this would be. Dutch styles are familiar to all theatre goers, though in real life they find few imitators; but the language of the Dutch tile is one of the most advanced of all advanced nations might read to advantage, and the industrious imitators of the forms of speech of large nations would be found most eloquent in their work.

True Meaning of the Open Shop.

BY JAMES W. VAN CLEAVE,

President of the National Association of Manufacturers, in "American Industries."

Mr. Van Cleave's article is written in response to an invitation extended to him by the editors of The Engineering Magazine a few days after his re-election as president of the National Association of Manufacturers, at its annual convention lately held in New York. Following closely upon the much noted agreement reached in the British engineering trades, the significant action taken at this convention constituted one of the most important events in current industrial history, but it did not seem to be clearly enough comprehended by the daily press or the public to prevent misunderstanding of the principles it was proposed to advance. The occasion appeared to us opportune for a clear explanation of the stand for the open shop, which is the characteristic plank in the platform drawn at New York, and of the full scope of the campaign in which the Association confidently appeals for the sympathy and approval of the manufacturing world. We are glad indeed, through Mr. Van Cleave's distinguished co-operation to present so able, authoritative, and appealing a sentiment of the ideals which underlie this newest and most potentially powerful movement in the economics of American industry.—The Editors.

We print the following article so as to have an expression handy by which we can check up the preaching of the National Association, with its practices.—EDITOR RAILWAY CONDUCTOR.

The invitation extended to me to prepare this article states concisely the argument for its appearance. There is much misunderstanding by the daily newspapers regarding the "significant action" taken by the National Association of Manufacturers, and especially concerning "the principles which the great fund proposed for the Association was designed to advance." In availing myself of the opportunity to correct this misunderstanding, I cannot begin better than by giving the platform of the Association, which was first formulated in our annual convention of 1903, which has been sanctioned every year, and which may be broadly outlined thus:

1. The open shop.
2. No restrictions as to the use of tools, machinery or materials, except as to such as are unsafe.
3. No limitation of output.
4. No restriction as to the number of apprentices and helpers, when of proper age.
5. No boycott.
6. No sympathetic strike.
7. No sacrifice of the independent workman to the labor union.
8. No compulsory use of the union label.

The Association, at its convention of May 22, resolved to "instruct its officers to establish and finance a council to serve as a means of harmonizing and federating the various national and state organizations of citizens, merchants and employers, to the end of utilizing them in a vigorous educational campaign in the interests of industrial peace and

mutual good will." I told the convention that I thought that \$500,000 a year or thereabouts, for three years, would be needed to make the work of the proposed council effective. This suggestion received the convention's unanimous approval.

Here is where some of the newspapers erred in interpreting the purpose. They said the \$1,500,000 was intended as a war fund by which we aimed to crush the labor unions. Nothing was farther from my thoughts. And I think I am safe in saying that such a thing did not enter the thoughts of any member of the Association which adopted this programme. To show the absurdity of this interpretation of my attitude toward the labor unions, I here give a few extracts from addresses by me in Chicago, Boston, Washington and New York on various occasions in the past few months:

"Originally the labor unions were called into being by the oppression of some of the employers. In several ways they have done good service to the workers. They have prompted a fraternal feeling and have cultivated a spirit of mutual helpfulness between men in many sorts of occupations. They have aided in advancing the wages of the workers, and thus have obtained for labor a large share of the profits which the co-operation of labor and capital have brought. As fair-minded men we must concede all this. I, for one, have certainly no desire to take away any of the credit belonging to any of the labor unions for any good of any kind which any of them have done."

"We must recognize the good which is in labor unionism as well as the evil. We must not condemn all the labor unions for the offences of some of them, any more than we would like to have all employers blamed for the shortcomings of a few."

* * *

"As an ally in combating the extremists who would revolutionize society, abolish the principal incentives for individual exertion, and assail the individual's property and social rights, all good citizens should welcome such co-operation as the labor unions give us. For this reason the employer who would like to strike down all the labor unions indiscriminately is blind to his own interests as well as faithless to his duty to the general public."

Every one of those expressions I repeat emphatically here, and now. In answer to the charge of several papers that I am trying to incite a war "between classes," I here quote a few words from one of my recent addresses in Chicago:

"The principle upon which the United States Government is founded is equality of privileges and duties for all. Our aim should be to bring employer and employe into fraternal co-operation. Each is necessary to the welfare of the other. If the worker is discontented his usefulness to his employer is diminished, and that employer's interests, social and financial, suffer. The more cordial the feeling which each holds for the other the better for each and for society. The strife between classes and orders which has disturbed Europe for centuries has no place in the social economy of democratic America."

This sentiment I reiterate here. The National Association of Manufacturers, which is itself the large coalition of employers in the country, asks for a federation of the various organizations of employers throughout the United States for these reasons, chiefly:

1. Defence of our common interests.
2. Political and legislative work.
3. Legal work.
4. The establishment of labor bureaus.

5. Additional organization work.

6. Publicity and education.

In our plan of a federation of all the associations of citizens, merchants and employers of labor in every field, national and state, each organization, while preserving its independence as absolutely as at present, will come into co-operation with all the other organizations in a great council, in which each will have a voice, and in which all will meet on terms of fraternity and equality. Each organization, as now, will deal with the issues affecting itself solely, and the federation, through its council, will handle all the concerns common to all the associations. These concerns are not only large in magnitude but they are large in number. And in number as well as in magnitude they are rapidly expanding. All the organizations represented in the council will go promptly to the defence of any of its members which need assistance. But in order to command this aid the member assailed must be fighting for a principle favored by this council, and be fighting by methods and with weapons which the council recognizes to be just.

The federation's political activity will not be swayed in the slightest degree by party considerations. Many members of congress and of the legislatures, while honest and conscientious, are timid in dealing with some of the public questions. They are afraid of labor union assaults at the polls, and in some cases this fear is well founded. When those men represent true Americanism, as did Littlefield of Maine and other congressmen in many states who were attacked by the labor unions in the campaign of 1906, our federation, in the interest of good citizenship, will support them through our literary bureau, on the stump and at the polls.

Littlefield was a republican, and so were some of the other congressmen who were attacked by the labor unions in 1906 for legislating in the interest of the American people instead of in the interest of the minute fragment of the people comprised in the labor societies. That, however, is a detail in which we would have no

concern. Such tags as "Republican" or "Democrat," we will, in our political work, entirely disregard. We will stand up for stalwart Americanism wherever we see it. When we do not see it we will endeavor to create it.

In each state we propose to have a carefully selected committee to look after local legislation in the interest of industry and progress. These committees will report to the council and will work under the council's direction. We will have national committees, in which all sections and all associations and interests will be represented, to concern themselves with the great questions before congress, or which ought to be placed before congress. No lobbying however, will be done by us at any of the state capitals or at the capital of the nation. All improper political methods will not only be shunned by us, but will be assailed by us when employed by others. But every legitimate weapon on which we can lay our hands, through our business, social, and personal connections and affiliations throughout the United States, will be wielded to defeat bad legislation, and to promote good legislation.

Under the direction of the council will be a corps of skilled lawyers who will advise local organizations on all legal questions, will report the violation of all state and national laws affecting industry and trade, and, if necessary, will aid the states and the national government in the prosecution of all offenders against these statutes. An important part of that corps' work will be the prosecution of all labor union boycotters, picketers, or participants in any assaults on workers, or in any acts of intimidation or coercion.

As shortages and surpluses of labor may exist simultaneously in different localities, we will create labor bureaus in all the country's important industrial centers, and through them the council can operate a labor clearing house by which all such abnormalities can be corrected and a balance established. Through these labor bureaus the council could look after the better distribution of immigrants in the regions in which the chances for their employment are great-

est. It could also, through these bureaus, secure picked labor in Europe, so far as this can be accomplished under the immigration regulations and restrictions which go into operation on July 1, 1907, and direct it to the proper localities.

Our ultimate and permanent independence for skilled labor, however, is in the American boy. This is a fact which I have emphasized in many addresses and in many connections. We must attach a manual training department to all our public schools of the primary grade in which boys of 9 or 10 years of age and upward under competent instructors can give an hour each day to the use of the tools employed in the more important mechanical trades. This instruction must be free and should be compulsory. We must have industrial high schools also free, into which boys of 14 or 15 who have taken the course in the primary schools may enter for advanced and practical instruction and from which they can be graduated as thorough mechanics. The object of this manual training in the public schools is to supply the need created by the labor unions' virtual abolition of the apprenticeship system, and to supply it in the best possible way and with the best possible material. All the influence of the federation must be used to equip our American boys with a thorough industrial training.

By means of our coalition of all the associations of employers of labor and of all the societies for the cultivation and the extension of good citizenship in the United States, we will raise up a vast body of earnest, public-spirited workers, who will be available in combating every bad issue and cause, and in championing every cause which is calculated to advance the country's prosperity and influence. Knowing that organization for worthy objects incites courage, confidence and enthusiasm, our aim is to extend our organization to the farthest possible extent throughout the country, to cultivate high ideals among our members, and to promote those ideals with all the resources which we can command.

Our principal weapon in all our work

will be education and publicity. Let me refer here to something which I said on this point in an address a few months ago.

"We must, through books, newspapers and public addresses, educate the people employers and employes alike, and show them their duties as members of society. We must curb the greed of the autocratic employer, point out to the worker that his interest lies in rendering a fair day's service for a fair day's wage, prove that the true relations between capital and labor are those of fraternity and not of war, and that the same incentive for right conduct and the same punishment for wrong-doing presents itself to rich and poor alike. In this way we will diminish strikes and lock-outs, remove all desire on the part of workers for the enactment of anti-injunction laws, and establish an era of industrial peace throughout the country."

These words are taken from an address which I delivered in Chicago recently at the annual convention of the Citizen's Industrial Association of America, of which I am an officer, and of which I was one of the founders. They expressed my idea of the work which as a national organization, the Citizen's Industrial Association ought to do, and which, in its field, it is endeavoring to do. The St. Louis branch of the Association, of which I am president, has been working along these lines for several years, with very gratifying success.

The work which the Citizen's Industrial Association has been doing in an educational way, and which is being done in a larger field by the National Association of Manufacturers, will be done with far greater resources and on an immeasurably more extensive scale by the federation of organizations of employers and of citizens which we are engaged in forming. Of this federation the National Association of Manufacturers will be the largest member and the nucleus. With us in this federation we expect to get the Citizens' Industrial Association, the Founders, the Metal Trades, the Typothetæ, the Lithographers, and all the rest of the great national organizations of employers and of citi-

zens, and most of the state organizations. For educational purposes—for the education of the employer and the worker alike—we are raising the fund which has aroused the distrust of some of the newspapers.

It will be noticed that I have used the words "industrial peace" in many places in this article. I have done this because the words express, with precision, our purpose in forming the federation, and in raising the fund through which the federation will do its work. The words are not employed by me in any ironical or sinister sense. We are not proposing to create a solitude and call it peace. Nor do we, as a preliminary to an attack on the labor unions, cry peace, peace, when there is no peace. As I use the word peace in this article and in the other connections in which I have employed it, the word carries the plain American meaning which will be found in any of our dictionaries, without any reservations, qualifications or emendations of any sort.

I wish to call the attention of our good friends of the daily press to what I have just said, and to what I am about to say. The federation and its fund will work for peace and not for war. I wish also to call their attention to the fact that the resolution of the convention of the National Association of Manufacturers which declared in favor of the federation expressly set forth that the federation and the fund which would finance it are for the purpose of making a "vigorous educational campaign," and for making it "in the interest of righteous industrial peace and of mutual good will."

The peace which will produce "good will" between employers and workers must necessarily be "righteous." No other kind of a peace would satisfy both sides. No other sort of a peace would stick. We seek a peace which will be permanent. If possible, we want to do the work of peacemaking so well in 1907, 1908 and 1909 that neither we nor any of our successors will find it necessary to do the work over again in 1910, 1915, or ever.

We have selfish as well as moral

reasons for wanting industrial peace. The moral reasons appeal to all good citizens alike—to all who love their fellow men, and who wish to see their country made prosperous and powerful. The selfish reasons appeal to us as business men who want stability in the labor market, who want to be able to make contracts with our workers which will last, who want to lengthen the country's lead in the great industrial activities, and who aim to equip ourselves to meet the competition which our European rivals are putting up for us in the markets of the world.

Our propaganda will not be against labor unionism as such, but against the vicious practices which have fastened themselves on some of the unions—the practices which embody themselves in the public mind when the names of such leaders as Sam Parks, Debs, Martin Irons, Shea, and Schmitz, are mentioned. In this age of concentration and consolidation in all activities, industrial and social, the workers have as good a right to organize as have the employers. A majority of the members of the labor unions are good men. Some of them are among the worthiest of the country's citizens.

In our campaign of education we will aim to strengthen the hands of these members of the unions, so that they can overthrow such corrupt and incapable officers as they may have, and replace them by conservative and progressive men. Our work will be carried on among the employers also. We are against industrial oppressions, regardless of whether the oppressors are employers or employes. Monopoly of all sorts, in the form of capitalistic trusts as well as of labor trusts we will combat.

Believing, with Jefferson, that error is never dangerous so long as truth is free to combat it, and has at the same time

the spirit and the facilities to combat it, we will fight ignorance with education, narrowness and blindness with enlightenment. We will fight demagogism, socialism, anarchism and all things that pretend that the rich are the enemies of the poor, that seek to establish class lines and incite class hatreds in the community, and that raise their hands against the government and the social order.

Under the direction of the council, in which all our organizations, national and state, will have a voice, and which will order and supervise all the Federation's activities, we will have a literary bureau and corps of writers and lecturers. These persons, men and women, will be selected with regard to their education and their fitness for the particular tasks to which they are assigned, as well as with regard to their zeal for their work, and their determination to make it effective.

We propose to shape our instruction to the environment, the capacity, and the prejudices of the elements which are to be reached. Through the regular daily and weekly papers and the magazines, through our own publications, and from the platform and the pulpit, we shall preach the gospel of peace between rich and poor, between capital and labor, between employer and worker.

In this way we will take away some of the audiences from the demagogue and the destructionist, and diminish their power to make mischief. We may not and probably will not abolish all industrial wars, for human weaknesses and folly cannot be eradicated in a year or a century by any sort of agencies which can be devised; but we have faith that we can and will make the industrial wars fewer and far less destructive than they are now.

"The wise man continues unmoved."—HORACE.

"God helps them that help themselves."—FRANKLIN.

"Hear no ill of a friend, nor speak any of an enemy."—FRANKLIN.

The Railway and Editorial Criticism.

BY W. W. FINLEY.

President Southern Railway Company, in "The Railway Critic."

A newspaper and a railway are much alike in that it is impossible to run either of them to suit everybody. An old gentleman whom I once knew used to say that every man believed he could do three things better than any other man—ride a horse, shoot a gun, and edit a newspaper. He might have added—and run a railway, for the amount of advice and instruction as to the management of their business that is being given to railway officials is enough to convince them that the great transportation men of the world are not in the employ of the railways. Some of them, it would appear, are whittling goods boxes in front of corner groceries, some are making State and Federal statutes, and some of the greatest of all are occupying editorial chairs.

A great advantage that the newspaper has over the railway is that, no matter how greatly dissatisfied a man may be with his editorial management, he has no effective way of making his dissatisfaction felt. He may write a letter to the editor threatening to stop his subscription, but when the editor receives such a letter he quietly drops it into the wastebasket, well knowing that there is little probability that the threat will be carried out. If he thinks there is even a remote danger that it may be, he takes occasion, in his next issue, to print a pleasant paragraph about his irate subscriber, referring to him as "our esteemed fellow citizen," and making him one of his most loyal champions ever after. How different it is with the railway. When a man has a grievance against it, all he has to do is to write a letter to the newspaper and the editor does the rest. There is no wastebasket for such a letter. He not only publishes the letter, but some times goes so far as to criticize the railway editorially, and here and there an editor is to be found who can see nothing good in any railway or in any railway manager.

The newspaper and the railway—

the two most powerful agencies for the social and material development of our country—are natural allies and should work together harmoniously for the advancement of the communities in which they are located. That they have not always done so in the past, may be due to faults on both sides. The railway manager, who feels that he has been unjustly criticized may at times have himself to blame, in part, at least, for not getting his case in a clearer way before the newspaper. On the other hand, the newspaper at times, having been unable to secure accurate information, or not being willing to take the trouble to do so, may have acted on misinformation and consequently made its criticisms unjust. Such criticism could be avoided by the adoption, on the part of the railways, of a policy of giving out all proper information frankly and fully; and by care on the part of the newspaper editors to be sure of the ground of their criticism. In justice to the railways I must say that it has frequently happened that severe editorial criticism has been based on an entirely mistaken understanding of the facts, when an inquiry addressed to any responsible officer of the railway would have put the editor in possession of the truth.

Editorial criticism, when based on a clear understanding of all the facts involved, and when written in a spirit of fairness, may be helpful to the railway and should never be resented by the railway manager who has a proper appreciation of his duty to the public, as well as to the railway. In fact, in this country where legislation affecting railway interests is based so largely on public opinion, which is moulded by the newspapers, the lasting prosperity of the railways must depend in no small degree upon meriting and receiving your support. If you advocate policies that result in legislation arbitrarily reducing railway income and impairing railway credit, the inevitable result must be that

the railways will find it difficult, if not impossible, to secure from investors the funds needed for the extension and improvement of their lines. On the other hand, if you advocate policies that are economically sound and that recognize the right of the railways to just and fair treatment, there is little danger of the enactment of legislation that will be unjust to them and that will react upon the public.

I am convinced that there is no real antagonism in the true interests of the public and of the railways and there is no reason why editors, as molders of public opinion and guardians of the public rights, and I, as a railway manager and the guardian of the property entrusted to my care, should differ in our views as to the transportation problems. I believe that the railway manager should endeavor to look at them from the viewpoint of the public, and that the public should endeavor to look at them from the viewpoint of the railway manager. I believe that it is only when this is done and when each recognizes that their interests are identical and that their views ought to be identical that a solution of all these problems can be reached.

I am trying to put myself in the position of the public. I am constantly urging upon the officials and employees of the Southern Railway Company the importance of their duties to the public and am trying in every way possible to increase the efficiency of the railway to those who must depend upon it for transportation. What I ask of editors is that they shall endeavor to put themselves in my place and that in everything they write on railway questions they shall keep in mind the difficulties with which the railway manager has to contend in his efforts to serve the public and the railway. I ask them to consider what encouragement he is getting in these efforts.

The most difficult problem that confronts the railway manager today, especially the manager of a railway in the Southern States, is that of providing facilities for the transportation of the constantly increasing vol-

ume of traffic that is offered to his road. The development of the South in the past quarter of a century has been more rapid than that of any other section of the country, except some of the newer localities in the far West. All are familiar with the splendid development of the industrial enterprises of this section. The total value of the products of manufactures in the territory south of the Ohio and Potomac and east of the Mississippi in 1880 amounted to \$289,610,628. In 1905 this value had increased to \$1,135,468,785. In the five years from 1900 to 1905 alone, this increase amounted to 52 per cent., almost twice as great as that for any other section of the country, except the Pacific States and Alaska, where the amounts involved were comparatively small.

The magnitude of the task that has confronted the managers of Southern railways may be illustrated by showing the increase in traffic on the roads south of the Ohio and Potomac and east of the Mississippi since 1894, the year in which the Southern Railway Company was organized. In that year the number of tons hauled one mile in this section was 9,292,192,853. In 1905, the last year for which the Interstate Commerce Commission has compiled statistics, the ton mileage of this section amounted to 23,577,646,792 tons, an increase in eleven years of 14,285,453,939 tons, or 153.7 per cent. The increase for all the other sections of the country in the same period amounted to but 129.2 per cent., and it must be borne in mind that this included the large proportional increase in the newly developed sections of the West.

The material advancement of the South during the period covered by these figures has been made possible only because the railways of this section have been equal to the task of carrying Southern products to market and of carrying into the South the increasing quantities of the products of other sections demanded by the larger and more prosperous Southern population. The productive capacity of every community is limited absolutely by the capacity of the carriers on which it

must depend to carry its products to market. No community can profitably produce more than it can sell, and it can sell only what it can send to market. If any locality or any section is to market a larger output from its farms, its forests, its mines, and its factories, the carriers serving it must be able to increase their service with the increase in the demands made upon them.

In the immediate past, Southern production and the demand made upon the railways of this section, have increased more rapidly than transportation facilities. The point has been reached at which the demands for transportation are almost such as to tax the facilities of the railways of this section to the utmost. In all the efforts being made to increase Southern production and in the increased volume of trade, the choke point of to-day is in transportation.

This has brought the managers of the railways of the South face to face with the most serious problem with which they have yet been confronted. If Southern progress is to continue without interruption, there must be an increase in the transportation facilities of this section in the immediate future. The most imperative need of the South at the present day is additional railway capacity. It is of much more importance to the Southern people as a whole and individually than any possible reduction in rates. I have embraced every proper opportunity to impress the truth of this on the Southern people. President Roosevelt's recent address at Indianapolis has greatly encouraged me to continue my efforts. In this address the President said:

"The great need of the hour, from the standpoint of the general public—of the producer—consumer and shipper alike—is the need for better transportation facilities, for additional tracks, additional terminals, and improvements in the actual handling of the railroads; and all this with the least possible delay. Ample, safe and rapid transportation facilities are even more necessary than cheap transportation. The prime need is for the investment of

money which will provide better terminal facilities, additional tracks and a greater number of cars and locomotives, while at the same time securing, if possible, better wages and shorter hours for the employees. There must be just and reasonable regulation of rates, but any arbitrary and unthinking movement to cut them down may be equivalent to putting a complete stop to the effort to provide better transportation."

The need of the hour, as the President has stated it, is the need for better transportation facilities. The question of the hour is how are these facilities to be provided so as to meet the immediate emergencies that are pressing upon us. This is the question that is daily confronting the railway manager as his attention is directed to conditions in one locality after another that are calling imperatively for improvements and additional facilities to provide which large amounts of new capital would be required. These facilities can not be produced by the touch of a magician's wand. They can not be provided by destructive criticism of the railway system of the country.

As practical men and as students of commercial and economic problems, editors know that railways can not be built without money, and in this connection I commend to your consideration what Mr. Roosevelt said on the importance of preserving railway credit. After contending for such a measure of regulation by the national government as is necessary to safeguard the interest of the public, he said:

"But the interests of those who build, who manage, and who invest in the railroads must be no less scrupulously guarded than the interests of the public. It is urgently necessary at the present time, in order to relieve the existing congestion of business and to do away with the paralysis which threatens our expanding industries, because of limited and inefficient means of distribution, that our railway facilities should be so increased as to meet the imperative demands of our internal commerce. The want can be met only by private capital, and the vast expenditure nec-

essary for such purpose will not be incurred unless private capital is afforded reasonable incentive and protection. It is therefore a prime necessity to allow investments in railway properties to earn a liberal return, a return sufficiently liberal to cover all risks. We can not get an improved service unless the carriers of the country can sell their securities; and therefore nothing should be done unwarrantedly to impair their creditor to decrease the value of their outstanding obligations."

Unfortunately, conditions which the President has said must be scrupulously guarded against already confront the railways of the country. Largely as a result of legislation enacted in some of the States and proposed in others and of the uncertainty as to future State and National legislation, even though some of that proposed may not be harmful, the values of railway securities have been impaired and such investments are, for the moment, not attractive. This condition has been brought about by agitation undertaken with a good purpose and for the accomplishment of proper objects, which has gone far beyond the original purposes of those who initiated it. It is easier to set the prairie on fire than to extinguish the conflagration. Having corrected railway faults, the agitation now threatens railway credit.

The railway manager is powerless to improve the railway and increase its usefulness to the people unless he has the owners of the property—the investing public—back of him. They must have confidence in his ability to preserve the value of their property and to manage it so as to give them a fair return on their investment.

The railway managers of the United States have not been unmindful of the duties and responsibilities imposed upon them by the development of the country and the rapidly increasing volume of traffic. Until the present conditions of affairs affecting the credit of the railways had been brought about they were everywhere engaged in carrying out comprehensive plans for the enlargement of transportation facilities. They

were doing this in the face of constantly increasing prices of labor, materials and supplies of all kinds. The management of the Southern Railway has not been unmindful of its duties to the people of the South. If we are not able at the present time to move as rapidly as we would like with the work of providing the public served by our lines with more efficient service, it is not because we have not comprehensive plans for making the necessary betterments, nor is it because we have not sound financial plans for securing the necessary capital.

We have already undertaken extensive plans for the improvement of the property. Since the organization of the company, twelve years ago, it has spent, or contracted to spend, and is in the act of spending, more than ninety-six millions of dollars for additions to its facilities and for capitalized betterments and improvements. These expenditures have amounted to within a fraction of fourteen thousand dollars a mile on its present mileage. They illustrate the necessity that a railway is under of borrowing practically all of the money that is required for improvements, for if every cent of net earnings of the Southern Railway Company, since its organization, after the payment of interests, and without paying one penny of dividends or carrying one penny to surplus, had been expended for these purposes, it would have amounted to only about thirty-six hundred dollars per mile on the present mileage of the system. This shows that earnings have been in no way sufficient to meet the public needs for increased facilities, and that the money had to be borrowed. We are fully prepared, as soon as the confidence of the investing public in railway securities has been restored, to embark on a policy of improvement that will give to our section increased and improved facilities for reaching the markets of the world.

In the early days of railway development in the South most of the roads were short local lines, generally without physical connections and often with different gauges, making through transportation impossible without trans-ship-

ment. The commerce of this section has long outgrown this system and the railways have developed with it. No broken lines of transportation, ending at State lines, or at a nearby local market, would meet with present necessities. Strong and continuous systems from the point of production to the most favorable markets are the essential requirements of modern commercial conditions. The present railway systems are the natural evolution of economic conditions. Their destruction or the impairment of their efficiency would disarrange the whole commercial structure of the country. He who lightly advocates such a destructive policy may well be called upon to say how he would replace the systems he proposes to destroy and by what agencies he would have the commerce of the country transported.

Legislation enacted by some of our States and proposed in others has created the impression in some quarters that the people of the South are not willing to concede the right of investors in its railways to a fair return. A writer in one of the current magazines, referring to the need of additional railway facilities in the South, says:

"At this moment the States most intimately concerned have blazoned on their statute books the fact that capital invested in the South is capital endangered, is capital that must be prepared to fight for its life against the open hostility of the people of the South."

I can not agree with this statement as applicable especially to the South. While it is true that some of the Southern legislatures have enacted laws the tendency of which will be to discourage railway investments, States in other sections have been equally unwise. This legislation does not mean that capital must be prepared to fight for its life against the open hostility of the people of those States in which it has been enacted. I do not believe that hostility to capital or to the owners of railway property had anything to do with this legislation. Its enactments have rather been the result of misinformation and the lack of adequate understanding of its ultimate effect.

I am a Southern man. I know the Southern people and I have unbounded faith in them and in their sense of justice and fair dealing. I do not believe there is a single Southern State in which public sentiment would support deliberate injustice to railways or to investors in railway property. I know there is no Southern State in which public sentiment would support these policies if the people understood that their effect would be to retard, or to make impossible the improvement of their highways to the markets of the world and would discourage the investment of capital within their borders. This author is right as to the evil effect of such legislation, whether put on the statute books of a Southern State or of a Western State, but I believe that his language, without qualification, tends to give a wrong impression of the real attitude of the Southern people towards railways and the rights of property generally. I believe this the more firmly because, in my intercourse with the Southern people, meeting personally men in every walk in life, and in my correspondence with leading men in every State, I find an almost universal desire to treat the railways with exact justice and to co-operate with them for the advancement of Southern progress along all lines. I believe that where unjust laws have been enacted as a result of a lack of full information, they will be repealed, and I am sure that I have the support of the Southern people in declaring, here and now, that capital and property rights are as safe in the Southern States of the United States as in any other part of the world. The South is a section in which the seeds of anarchy and socialism have never taken root. It is a section in which a man can honestly work with his brains or his hands for the accumulation of property with perfect confidence that he will be protected in its enjoyment during his life, and that his family can enjoy after his death.

I must not be understood as opposing legislation for the proper regulation of railways. I am not attempting to defend any wrong practices or hurtful policies. I believe that I speak for

practically every responsible railway manager in the United States when I say that I favor such governmental regulation as is necessary to prevent discrimination between shippers and travelers and to prevent unreasonable or exorbitant charges. On the ethical side of railway management, legislation cannot be made too stringent, but on the economic side, legislative enactments should be avoided. The object should be restraint from wrong rather than the management of a business in which private individuals assume all the risk.

On the ethical side of railway management a great deal has been accomplished. There has not only been an awakening of the public conscience, but there has been an awakening of the corporate conscience as well, and many of the faults of railway management that were justly causes of complaint have been made to appear in their just light and have been corrected. The grounds of just public complaint against the railways having been removed in large part, if not almost entirely, the time has now come to look to the safety of property rights, and to consider whether a policy that will result in the impairment of railway credit is not as little to be justified as damming up the rivers and filling up the harbors of the country.

It is the right and duty of the government to protect the public from oppression and wrong. When that has been done, the limit of the right of governmental regulation of privately owned railways is reached. The purchaser of transportation and the public generally have a right to demand that the charges of the carriers shall be reasonable and that they shall not be discriminatory, so as to place individuals or localities or commodities at an unjust commercial disadvantage. No purchaser of transportation has the right to expect or demand that the railway shall perform any service for him at less than a reasonable charge and, consequently, the right of governmental regulation does not extend to the point of requiring any service to be performed for less than a

reasonable charge for that specific service.

When the railway manager is confronted with legislation the effect of which would be to destroy the property entrusted to his care or to deprive its owners of the right to enjoy its earnings, be they great or little, after every obligation to the public has been discharged a heavy responsibility rests upon him. He has a duty to the owners of the property and a duty to the public served by it. These duties are identical. They require him to preserve the property and protect its legitimate earnings for its owners. He should allow no criticism, no matter how severe and no matter from what source it may come, to swerve him from this high duty. It is not in any arbitrary or defiant spirit, but with a full sense of my duty to the owners of the property committed to my care and to the public, that I have taken this course of applying to the courts for the determination of the validity of some of the laws enacted in the South that I believe to be destructive of our property rights and inimical to the true interests of the public. When the decisions of the courts have been announced, they should be loyally accepted by the railways and the public.

There is at the present time much discussion of propositions for a valuation of the railways of the United States by Federal authority and the enactment of legislation for the prevention of overcapitalization. In some quarters exaggerated ideas as to the extent of the alleged overcapitalization of railways have prevailed. While the capitalization of each road must be considered by itself, I think it can be truthfully said that the railways of the United States, considered as a whole, are not overcapitalized. Students of railway capitalization and value know that there has been much exaggeration in the talk of overcapitalization. President Roosevelt, for instance, in his speech at Indianapolis on Decoration Day, declared:

"There has been much wild talk as to the extent of overcapitalization of our railroads. * * * The huge value

of terminals, the immense expenditures in recent years in double tracking, improving grades, roadbeds, and structures, have brought the total investment to a point where the opinion that the real value is greater than the face value is probably true."

There is a striking analogy between the charges of a railway and those of a newspaper. Publishers have different rates for advertisements. In most newspapers there are column rates and less than column rates, corresponding to the car load and less than carload rates of the railway. The rates for the regular advertising columns may be compared with rates on ordinary freight; and the rates for reading notices, with rates on perishable freight, requiring special equipment and quick movement. The rates often differ very greatly on different classes of advertisements without any regard whatever to the cost of the service. For instance, I know of one large daily having a scale of rates on different classes of advertisements ranging from five cents a line for "Situations Wanted," to one dollar a line for a class of special notices. These charges might be compared with the railway rates on wheat and on millinery. The cost of actual service in transporting a carload of wheat or a carload of ladies' hats, may be about the same, yet if the railway should charge the same rate on wheat as on hats, the wheat could not move in any considerable volume, and if it hauled all its traffic at the wheat rate, without regard for conditions which justify it in differentiating its rates, it would go into the hands of a receiver. In the same way, if the newspaper should charge the special notice rate for "Situations Wanted," it would get few advertisements of that class, and if it should accept all advertisements at the "Situations Wanted," rate, it would go into bankruptcy. In other words, it must charge the rates that are fixed by economic conditions as those that will bring the advertisements over its counter just as the railway must accept the rates fixed in the same way that will induce the traffic to move. The rate charged for special notice is reasonable

in the light of the service performed for the advertiser, just as the rate charged on the millinery is reasonable in the light of the service performed for the shipper. The reasonableness of this latter rate is shown by the fact that a box of millinery weighing 100 pounds is carried from New York to Richmond for 37 cents. If you have recently paid a milliner's bill that seemed quite large, you might weigh the hat when you go home and figure out how much of your bill is represented by freight charges. It may amount to as much as a tenth of a cent—possibly a quarter of a cent if the hat is unusually heavy.

The rate is a very reasonable one as applied to ladies' hats, but if applied to wheat or coal, it would be unreasonable. But neither the rate on millinery nor the rate on wheat or coal is based on capitalization, valuation, cost of service, mileage, or any other arbitrary basis. Any attempt to do so would discriminate against the wheat or coal, and any attempt to make rates on any such basis would discriminate against communities and would put many men out of business. It would be a complete reversal of the policy of the American railways, which is to keep everyone along their lines in business and to assist them in expanding their business.

The railways of the United States are asking for no special favors. All that they ask is that the American people and editors, as moulders of American public opinion, shall take a broad view of the whole transportation problem. They ask that, after they have been subjected to such regulation as will protect the rights of the public, they shall be protected in their property rights which are as sacred in the eye of the law as the property rights publishers enjoy in their newspapers and in their homes. They ask that they shall not be subjected to laws reducing their charges arbitrarily without due consideration to reasonableness or to legislation depriving them of income legitimately earned by the imposition of penalties for failure to perform impossible services, whether under the seductive but misleading title of "reciprocal demurrage" laws or

any other designation. In other words, they ask simple justice at the hands of the American people whose commercial prosperity depends on their efficiency.

The railways must depend for the adoption of policies that will protect them in their rights and enable them to become more efficient agencies for the promotion of American progress upon an enlightened public sentiment. I have, therefore, endeavored to present a statement of the great problem that confronts the railway managers of the country to-day and some of the difficulties which they encounter in attempting to solve it. I ask the editors to study this problem and these difficulties in all of their ramifications. I believe that they will arrive at conclusions that will lead them to discourage agitation for railway legislation going beyond the

bounds of proper regulation and to advocate constructive policies that will protect the property rights of investors in railway securities, that will establish the credit of the transportation companies and that will enable them to so expand their facilities as to meet the urgent demands now being made upon them and keep pace with American development in the future.

This is no time for propagandas of destruction. It is time for building up rather than tearing down. The continued prosperity of the American people must be based on commercial expansion and not on contraction. It is time for the American people to unite in support of policies of construction and to work together for the upbuilding of our common country, and for its social and material development.

They Will Never Miss Me.

CAPT. GEO. W. BARBER, LYONS, MAINE.

Lucindy Jane, aged thirty-five,
Was the most unselfish girl alive,
But she managed to keep the "wolf from the door,"
Her brothers and sisters "real gifted," she said,
"Had to be schooled and clothed and fed,"
So she did the washing, scrubbed the floors,
And mended the clothes, did all the chores,
When the boys forgot the Sunday wood,
She split it herself the best she could,
If they asked her to go a huskin' bee,
She said, "I'm too busy, they'll never miss me."

Old Deacon Perkins, fervent and thin,
Took every occasion to "just drop in,"
And talk to Lucindy, her sould to win.
"Cause workin' on Sunday is a dreadful sin,
"It's breakin' the laws of God," he said,
"And'll bring down judgment on your head,
When the last trumpet's thunders roll,
And all the sky is a written scroll,
You've got to face the Almighty then,
And render accounts with the sons of men."

Lucindy heard with her quiet smile,
Mending the last week's wash the while,
"I b'lieve my soul, Deacon Perkins," said she,
"That the Lord knows all about Sunday and me,
Don't talk none o' your glories to be,
And 'trumpets' and 'scrolls' and 'judgments' to me,
If ever I'm laid in the long, cool grave,
A poor, old, tired, and worn-out slave—
They may blow all the trumpets from Dan to
Bershee
I'll just keep shady as shady can be,
And lay there and rest, 'They'll never miss me.'"

Eternal Activity the Price of Industrial Liberty.

It is only by habitual reflection that our opinions, purposes and sentiments root themselves in the mind and become convictions. It is only by constant exercise that these convictions develop into principles. These principles themselves will become inert, unless they find expression in actual work for the cause of justice, truth and humanity. These three constitute the immortal graces of the Labor movement, and their ultimate triumph shall shed joy and peace over the whole earth. But there must be work—active, earnest and enthusiastic—on the part of men and women, inspired by the commanding sense of love and duty, before the principles of our allegiance shall become the guiding star of the nation's industrial life.

—FROM "DULUTH LABOR WORLD."

EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

C. D. KELLOGG, EDITOR.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

After Labor Day Thoughts.

We notice that in Chicago the Labor Day parades have been "cut out" this year. The idea advanced by the ones favorable to such a course was that the money spent in getting up the parades could be better spent in some other way—notably as a "defense fund," and the further idea that the parade looked like "flaunting the organized strength of the unions in the face of our enemies." While we doubt the wisdom of either contention, still there are no doubt two sides to the question. It would seem that in this country of great news gathering that there would be little ignorance of the strength of organized labor by those on whom such labor relies for its work, but that there is a very general under estimate of the numbers belonging to trades unions and those influenced definitely by the unions is really the fact, still when one takes into consideration how vast is the number who make their living by the sweat of their brows, one can hardly assume ignorance on the subject. It seems to us the great parades in the large cities give a salutary and convincing object lesson, worth all the money they cost; and that no one should rightly think of them as a flaunt or menace in the remotest degree. Rightly looked at, the parades show to the world the

developed strength of countless years of toil, effort and struggle by the laborers, to partake of a rightful portion of the wealth produced by their work. Of course such an assertion carries with it the primary one that the laborers have not generally been getting a commensurate portion of what they produce; and that, we think, is a fact that all recent and remote history will substantiate. If that sounds socialistic then the socialists are welcome to our influence in so far as that statement goes. Nor do we believe that statement is in any way in conflict with property rights, for with the present feelings, inclinations, tendencies, thoughts and determinations of the great mass of people, the ideas of property rights seem destined to become still more intensified as time goes on. Indeed, a contrary tendency can only obtain through a regeneration of the race, for individual possession is as much an inborn attribute of humanity as is the organic structure of the body. Instances of this are not hard to find either in the human or animal families or among the civilized or uncivilized peoples of the earth. Long before the child can talk it manifests positive inclinations as to what belongs to it, and a violation of those ideas by an

older person instantly brings forth a protest. And as the child grows older this "possession" idea only grows stronger and is made manifest in countless ways. Animals, fowls, fishes and even reptiles, show the same inherent attributes of individual ownership. And most of them, like in the human family, show a decided inclination to "boss" all their fellows. They have feeding grounds, sleeping places, roosts to which they always go at night, pools of water and holes in the ground, to which they lay absolute ownership, and for which they will wage fierce battles. And we see that into whatever field of endeavor we look, the right of ownership is constantly being contested. Not only does all history teach the doctrine of the rights of property, but all endeavors in a contrary direction teach the same thing. Attempts at a communistic living have always been more or less of a signal and dismal failure—some Ananias and Saphira have been unable to curb their natural inclinations, and if it had not been those two it would have been some of the others—a co-operative commonwealth is an idle, unreal, unprofitable, utopian dream, and those who dream it much, become like unto the dream. The home is the only co-operative commonwealth in which we believe—the home in which the parents teach their children by precept and example, the rights and duties of each to all, and a proper husbanding of the fruits of their toil, to the end that they may be free of the daily grind of the fiercer industrialism that seems to be in store for the race.

General, minute and extensive surveys of the dominant characteristics of man, leads to the inevitable conclusion that lack of ability to accumulate property is as strikingly shown in some people as the presence of it is exhibited in others; hence there are the rich and the poor. This is, of course, speaking primarily, and not taking into account the many different disasters that may enter into the question. That is to say, if a whole community could be started exactly equal as to property, possessions, a few years after it would be found that no particle of equality

had been maintained in accumulation, and several generations hence there would be the very rich and the very poor, and all gradations between, just as it has always been. There is as much difference in the ability of people to "make money" as there is in their ability to do other things. As a general thing people recognize without question that some there are who take to mathematics, some to art, some to mechanics, some to literature, and so on, and it seems strange that there is not a general recognition of the fact that all people are not endowed equally with the faculty of "getting on" in the world. Extravagance, lack of foresight and lack of economy are the great promoters of poverty. Indeed it seems that the sin of extravagance at the present time is more wide spread and deeper than ever before—that the poor ape the rich and leave the future to take care of itself—and while it is true that in a large sense people have a right to do what they like with their own, nevertheless when that right predicates the very strong probability that it will throw the care of self and others onto the general public, the question certainly has two sides. Saving for a rainy day should be a cardinal virtue with us laboring people, and periodical introspective round ups of our habits might be time well spent. Perhaps few men will believe, or can realize, that a nice cozy home has been wasted on tobacco if the habit has been indulged in for twenty or thirty years—also that the habit is the very foundation stone on which rests the tobacco trust. Of course it is hardly necessary to mention the drink habit, because its evils are "known of all men," and there is no good in it.

Perhaps in our Labor Day thoughts it would not be a bad idea to give to that ancient and venerable document, the Declaration of Independence, a passing thought or two. It will be noted that among the "truths it holds to be self-evident" is the one "that all men are created equal." An axiomatic, or self-evident assertion needs no proof, and as the "Fathers" put it that way, it is probable that therein they showed

their wisdom, for as a matter of fact the assertion is not self-evident, neither is it a truth. The truth is, all men are created *unequal*, no two men are created equal, and the self-evident part of *that* is apparent on every hand—nay more, no two things are created equal, the leaves of the trees, the flowers of the field, the beasts and birds of the forests, the fishes of the waters, all, all are unequal and glad of it. Twins born and reared under the same roof, by the same mother and father, and partaking of the same food and subjected to the same rules of life and environment, develop powers and inclinations as dissimilar and unequal as if one had been born in Timbuctoo and the other in Alaska. So that sight and fact all around us simply carry out the great law of *inequality* in the universe. The "created equal" theme has been worked to a frazzle by those who delighted to indulge in Fourth of July oratorical pigeon-wing flights, and it pleased the thoughtless mightily, but it is time now to give it a place as a back number and let it go at that. Of course in what we have said about equality and inequality we would not be understood as advocating anything but absolute equality of opportunity being offered by the government to all men under its protection. Into this question of equal opportunity, or, if we may be allowed the phrase "the struggle for the right of inequality," there has been thrust upon the people for settlement great problems. Among these is the railroad problem as viewed by the most sincere thinkers of the country, and perhaps the larger question of corporate control, the franchise and public utility question, the question of proper adjustment of tax burdens, and also that of the prevention of swollen fortunes due to cunning and greed rather than to useful service. The powers conferred by Congress upon the Interstate Commerce Commission give hope that at least a better condition will obtain throughout the country between the people and the railroads, although it is somewhat difficult to put one's finger on the point giving the people the right, through their interstate commerce com-

mission, to say what the railroads shall charge for hauling goods, and at the same time withhold the right from such a commission to say what the selling company shall charge for the same goods. Confiscation of railroad property is no more defensible than confiscation of any other kind of property, and laws tending in that direction should receive as scant favor as laws tending toward the abrogation of property rights in any other direction. Surely such laws tend to limit individual opportunity and initiative and substitute for them "a common benefit of property and a common standard of exertion for all inequalities of fortune and achievement." Undoubtedly the general government can place around the corporations a wise and beneficent control, one that will foster and help every endeavor and exertion for progressive public good; but such laws should be "hedged about" by wise restrictions as to their application—restrictions that would mean honorable progress. Men who think and do otherwise should be taught to know and feel that a public utility franchise is *not* a license to plunder the public, as seems to be the prevailing idea of those who obtain them. Generally speaking, money invested in public utilities is money safely invested, and the public revenue derived from its franchises by a city ought to go a long way toward paying for its necessary improvements, and to keeping taxes at the lowest possible point.

The adjustment of tax burdens is a subject demanding serious, anxious and conscientious thought. So many avenues of escape are open to the men of wealth by which they can evade the payment of their proper proportion of taxes, and so many, alas, there are who take advantage of every means of escape, that the burdens of taxation fall heavily on the men of very moderate means, and those who could not secrete their property if they would. All kinds of taxation are destined to receive earnest and searching scrutiny in the near future. Perhaps no public duty comes to a man that should receive more patriotic consideration than that of taxation,

for aside from other considerations, he gets value received many times over. Naturally enough one would think that the burdens of taxation ought to fall proportionately on those who are abundantly able to pay, and those who are less and less able to pay, and that a fairly liberal amount ought to be entirely exempt from taxation.

The above thoughts are indicative of much of the thought now being given to the subject of how best to prevent the increase of fortunes swollen past all bounds of usefulness or advisability. We recognize that there are two sides to the question, and that neither side need necessarily take into consideration or doubt the idea of the inherent rights of property. We believe there is a widespread and wholesome respect for large fortunes, and the men who have accumulated them, when such accumulation has been done by fair, honest, straightforward means, but there is no doubt a growing *disrespect, and even menace*, toward men who have accumulated large fortunes through cunning, chicanery or questionable methods. And it is at least a debatable question whether those fortunes which have been accumulated through the directly fostering influences of governmental regulations regarding export and import tariffs, should not, after a reasonable time, revert to the general government. Of course there is a fundamental proposition which enters into the question of allowing or disallowing by any sort of state or general governmental regulation, the holding of very large wealth by single individuals, and it may be put in this way: given the right of a man to own a dollar or a thousand or a million, and that right predicates the right to own ten, fifty or a hundred million dollars. While there seems to be no flaw in that logic, it does not say that the government cannot, by a system of graduated taxation, prevent any man owning such vast amounts of money. We have no doubt but that wealth and property will always be secure in this country, but they mislead themselves who fail to see that

such security must be found in the respect of people won by faithful service and honest dealing.

There may be among the laboring masses those who think the foregoing thoughts and problems have no significance or interest to them; a greater mistake could not be made; be not deceived, for to no class of citizens are they fraught with a deeper or more weighty responsibility, than to those who labor with muscle or brain for a living wage. To no man is the progress and prosperity of the country of more interest than to him who labors for a daily wage. He should want to have continually better conditions prevail, so that his children might have a modicum of leisure for self-culture and thought, and a closer touch with those deeper significant phases of life that are soul thrilling and uplifting; with music, books, and art; to commune with nature in all her wondrous beauty of mountain, valley, ocean, lake and river; those amenities of life which raise the creature nearer to the Creator. Will any charge that this is optimism? If so, we suggest that it is the legitimate optimism of progress, and one to which all right thinking people should turn their eyes with earnest, prayerful thought and endeavor.

A large survey of the field of economic industry leads us to believe that forces are at work which predicate better conditions for the masses in the future. The question of child-labor, fraught with such tremendous potentialities for the future of the race, is being taken up by the general government and the different states in a way which gives us hope that this gigantic evil which is casting its malign shadow over posterity, will soon be very greatly mitigated.

All these subjects are ones on which the laborers should think for themselves; they should not delegate others to think for them; if they do they will get left as usual—think and vote for yourselves, then the demagogues will have little chance to get into power where they can fool most of us most of the time.

Public-Utilities Law.

New York and Wisconsin, this year, enacted laws to regulate public utilities. Regulation is in the air and whether there will be too much of it remains to be seen. The New York law was drafted by Governor Hughes, or at least under his direction, and was forced through a more or less reluctant legislature. It is probable that the final result in Wisconsin had its origin in the movement previously led by Governor La Follette, who, in 1905, had succeeded in establishing the principle of regulation through a commission. The New York and Wisconsin laws are alike in that both states' utilities like railroads, and municipal utilities like gas are brought under the regulation of the same commission. The laws of Massachusetts provide a separate commission for railroads, but these three states are the only ones that regulate municipal utilities through a state commission. Many states have had railroad commissions for some time and with the eleven others which arranged for them during the legislatures just closed there are but three or four without them, or with commissions answering the same purpose. It is quite probable that the states not having commissions now will have them in the near future, and we look for an extension of these commissions on lines similar to either the New York or Wisconsin laws, if indeed there are not in some states laws even more far-reaching as to the rights of the public regarding public utilities. When we consider the powers conferred by these state utility laws, and add to them the powers inherent in the Interstate Commerce Commission, it will be apparent to the most casual observer, that the country is not liable to suffer from an over-plus of inflated values in any utility in the public domain. Probably the underlying idea and right of a public utility is that the public has something to sell, and as in private life, the public ought to get full value for it—it is quite apparent to all that this is just exactly what the public has not

been getting, hence the present demand for regulation and fixing of values.

Fixing of values seems to be the first step in arranging for a proper regulation of prices charged for the commodities of a public utility or grant. Professor John R. Commons, of the University of Wisconsin, in speaking on this subject in the August number of the *American Review of Reviews*, says in part as follows: "A significant feature of the Wisconsin legislation is its disregard of stocks and bonds, and its reliance on the physical valuation of the property as the first step in regulation. The New York law and the street railway of Massachusetts attack the problem of regulation through the control of future capitalization. The New York Commissions have power to prohibit the issue and transfer of stocks, bonds, and other evidences of indebtedness, and to prevent the transfer of shares to holding companies. The Wisconsin law begins at the other end of the problem and, for the purpose both of regulation and publicity, inquires into the present structural value of the property. This does not mean that the commission shall disregard other elements of valuation,—in fact it is required by the law to take all elements into account, as indeed the courts would require if it did not. But the physical valuation is necessary in order that the public and the courts may know exactly how much is allowed for the other elements. The commission is required to value all of the properties in the state and to publish both the actual values ascertained when all elements are taken into account and the physical value ascertained by its engineers." Now that may be called a full and consistent utility law—publicity carried to its logical conclusion. Would the investing public want to know the value of a certain security, all they have to do is to inspect the report of its commission as to the earning power of said security and they have the entire facts before them. To all this there is to be added

a complete system of uniform accounting, with special precaution as to depreciation and construction accounts. In elucidating this phase of the subject Professor Commons says: "A further element of publicity is the comparative analysis of accounts for all public utilities reduced to the standard unit of product. In this respect the law is an advance on any legislation in this or any other country. The commission is required to publish in its annual reports these comparative statistical tables, and this will do for all public utilities what is done in England for the gas undertakings by private publications known as 'Field's Analysis' and the 'Gas World Analysis of Accounts.' The commission, however, has an advantage over private editorship, because it prescribes and supervises the accounts of the companies and municipalities so that the comparisons shall be absolutely uniform. By this provision the cities of each locality will know all the items of cost and profit involved in furnishing each thousand feet of gas, or thousand gallons of water, or kilowatt of electricity, compared with the cost and profit in other localities. It is an interesting comment on the neglect of this essential method of publicity by the Massachusetts Gas and Electric Light Commissioners that the present law governing the Boston gas company requires that company to publish a similar analysis of accounts in one of the daily papers, but without the supervision of the commission. Such publicity lacks verification and of course is not accompanied by comparisons with other companies. The Wisconsin law seeks to remedy both these defects of the Massachusetts law and to carry out the idea of publicity so that every citizen can easily comprehend the accounts."

There is a general idea and feeling prevalent among those who have given the intent and direction of these laws careful thought, that they all tend toward municipal and governmental ownership, and of course all the favorable and unfavorable sides of the question are being studied, which is very proper. But really it would seem that in the

final analysis it is simply choosing the lesser of two evils. At any rate we know of the evils to which the country has been subjected heretofore and while in pursuing the regulation course we may be "flying to evils we know not of," still the perspective looks good. And on this feature of the laws Mr. Commons very nicely states the case when he says: "The most serious objection to governmental rate regulation is its probable damaging effect on enterprise and initiative and on the investment of capital for extensions and improvements. If the profits are excessive they are likely to be reduced without regard to whether they are the legitimate reward of enterprise or the illegitimate plunder of monopoly." However, it is expected that the law itself, and the enforcement of it by the commission, will provide ways for reducing these apparent evils to zero by the "sliding scale," profit sharing, or other devices, and by rewarding municipal managers in proportion to reduction in costs.

The Wisconsin law also has a feature which is certainly a desirable one; that of substitution of "indeterminate permits" for limited franchises. This does away with long time franchises, that formerly were obtained through fraud or any other way, right or wrong, that they could be obtained, and which have been such a fruitful source of municipal and state corruption, and really gives the municipality the right to purchase the property at a just compensation, to be determined by the state commission. The municipal purchase feature, however, is looked upon merely as asserting the principle that the corporations hold their positions on good behavior.

In the regulation of rates, fares, and charges Mr. Commons thinks the Wisconsin legislation marks an important advance on that of New York and other states in the fact that the commission fixes the rates absolutely and not merely the maximum rates. It is as much of an offense for a corporation to charge less as it is for it to charge more than the rate set by the commission. This is designed to prevent discrimination,

but the commission is required to make a comprehensive classification of services for each utility, in which it may take account of the quantity purchased, the time when used, and any other condition that reasonably justifies a difference in the rate per unit of service. Thus discriminations are authorized, but they must be open and reasonable and must be established only after public investigation.

In summing up the benefits of the Wisconsin law Mr. Commons paints the following very pleasing picture. By the enactment of this law the railroad commission becomes to the fullest extent a public-service commission. Every public utility in the state, except streets, highways, and bridges, is brought

within its jurisdiction. It becomes also a local government board, for it regulates towns, villages, and cities in their management of those undertakings. Its authority is great and far-reaching. It employs experts and agents and fixes their compensation, and can draw on all of the unappropriated money in the state treasury. It enters into the daily life of the people more than all other agencies of government combined. This will become more evident as time goes on, for under its control is placed the development of the enormous water power of Wisconsin, which eventually, through electricity, will light the streets and houses and furnish motive power to operate railways, factories, and possibly even farms.

Railroad Rails.

In looking over the condition of the rails after the wrecks which have been taking place with usual regularity so far this year, railroad men and acknowledged experts have concluded that much of the trouble lies with the material and construction of the rails. The controversy has waxed quite warm between the makers and the users of steel rails as to just the point of weakness in them. The makers claiming that the bad effect of flat wheels upon even the best of rails is the cause, and they attribute the repeated rail failures to the continual use of rolling stock that should long since have been sent to the shops for repairs. Railroad men reply to this that the breaks in the rails have been almost uniformly at the ends, and have adduced evidence to show that the breaks are caused not by defective wheels, but by the too economical use of steel. In the casting of steel ingots it appears that certain impurities rise in the mold to the top and cause a poor class of metal. This is a recognized fact by the rail-makers, and we understand the present practice is to cut off ten per cent of the ingot, so as to get to the solid part of the metal. The railroad men contend that

twenty-five per cent of the ingot should be cut off so as to offer a perfectly sound end to the rolls when the metal is presented for transformation into rails. The presence of any of the slag, at the ingot end results, it is claimed, in the "piping" or splitting of the rail ends, even when they have passed completely through the rolling process. This defect is not visible when the rail is finished but develops under pressure and in service. With a greater part of the ingot cut off before rolling, the railroad men think the danger of piping would be eliminated. That seems to be the gist of the difference between the makers and the users of rails.

To those who have watched railroading during the last twenty years, there seems to be truth and point in both sides of the question. It is quite certain that the passage of flat wheels over rails would tend to break them, and the theory is, we believe, that the constant pound renders the metal brittle by rearranging the molecules into a crystalline formation. Granting this theory to be the correct one, and we believe scientific men agree that it is, then as a matter of course the injury to the rails would be

imparted in greater or less degree according as the wheels were more or less flat—the greater the flat surface the greater the pound. It would seem as if the testimony of men in train service would be of great weight in determining such a question, and we believe it is, and we also believe that with the very strict methods of making wheel reports now practiced, that flat wheels are known to the officials practically as soon as such cars arrive at a terminal or division point, and as there is always an element of danger in hauling such cars, our experience has been that they were set out at the earliest possible moment. Certainly the noise they make is not attractive, pleasant or musical to trainmen, and it's a safe bet that they will get rid of them as soon as possible. We do not think the flat wheel theory for broken rails rests on very good foundation and the rail makers are evidently groping in the dark or else trying to shift responsibility for poor material, workmanship or shape of rails.

Regarding rails splitting at the ends sooner than at any other point: that would be the natural place for them to wear, aside from any other consideration, for regardless of how tight and well fitting the angle bars are, there would be more give and friction at that point than at any other. As to not enough of the ingot being cut off, it would seem that old, experienced rail men—we mean those who have done the rolling and cutting—would positively know whether there was enough being cut off or not.

While it is possible that the above explanations are in a small degree correct, still we believe that in a very large degree the explanation is to be found in increased tonnage of haul, increase in weight of rolling stock, speed and a lack of adjustment between these and the weight of the rail. That is to say, twenty years ago on a forty or fifty pound rail, they ran rolling stock from a third to a quarter lighter than they run now on a fifty to a ninety pound rail. Or in

other words, there has not been maintained an equilibrium, or a proper ratio of increase between the amount of metal in the rails and the amount of metal (weight) in the rolling stock. We understand that some roads use a heavier rail than ninety pounds to the yard, but we believe eighty pounds would be a fair average. So that if a fifty or sixty or eighty ton engine is safe on a fifty pound rail, is a two hundred ton engine safe on an eighty pound rail? Will thirty pounds more metal to the yard compensate for an increase of one hundred or one hundred and fifty tons of weight to be carried? It would certainly seem not. Of course these figures are only approximations, but they are not so very far wrong, and we believe they tell quite closely the story of proportional increase of weight of equipment to increase in weight of rails.

Another feature in different weights of rails is that as they increase in weight they do not increase proportionally in tensile strength, that is to say, a thirty or forty pound rail will carry more proportionally than a sixty or eighty pound rail. The explanation of this is, that in making the ingots for the lighter rail the carbon, or silicon or other impurities are more effectually burnt out of the metal than is done in the case of the larger ingot. In other words the smaller ingot is apt to be more homogeneous, and consequently more tenacious.

It is also quite probable that the shape of the rails now being made is not the proper one, that is to say, it may be a proper proportion has not been maintained, or found, between the top, middle, and the bottom of the rails—a proper distribution of the metal in the three parts of the rails to give them the greatest carrying power possible. It appears to us that many phases of the question are presented on which even the experts on both sides might honestly disagree, and in the solution of which the traveling public is vitally interested.

B. R. T. Strike on the Colorado & Southern.

We know that quite a good deal of unfavorable comment has been made, and surprise expressed at the fact that this strike was called, as the public had been led to suppose that the Brotherhood of Railroad Trainmen, in conjunction with the Western Association of General Chairmen of the Order of Railway Conductors, had, in their conference with the General Managers' Association, last spring, arrived at an entirely amicable settlement of all questions of wages and conditions of service in the western part of the country. Substantially that was the case, but some conditions which were exceptional seemed to call for special adjudication by local interests. The Railroad Trainmen's Journal for September states the case quite fully and briefly as follows:

"The settlement of the wage question with the managers' committee at Chicago last April, provided that the claims of the employes for a differential in yard rates in Denver, Colorado, and territory west of that point, would be withdrawn from the negotiations there without prejudice, and referred back to the individual roads interested for adjustment by their respective committees.

After the committees left Chicago, to put into effect the rates and rules for roadmen agreed upon there, they were unsuccessful in inducing the managements to grant the increase of two cents per hour to yard men. Various reasons were given for declining, the principal one being that they would not pay the rate until other roads in the territory agreed to pay it, and in some instances the managements gave the committees written statements to this effect. The biennial convention of our Brotherhood followed and took up the time of the officers for a month, or so, and no action was taken.

On July 19th, 1907, Vice-Grand Master Newman, by direction of the Grand Master, again took up the yard wage question with the Colorado & Southern officials. The company declined to grant the increase, and stated that

in doing so they were acting on their own responsibility, and independently of whatever any other line might do. The officers of this road had previously declined to go into conference with other interested lines for a settlement of the question. An authorized strike of the yardmen employed on the Colorado & Southern Railway at Denver, was declared at 3:30 p. m., July 19th, 1907, by the general committee, and approved by Brother Newman, acting under authority from the Grand Master.

Every yard man, regardless of affiliation of organization, left the service of the company in response to the strike order. The Grand Master reached Denver on July 27th, 1907, and on July 31st, August 1st and August 2nd, with the committee and Brother Newman, held meetings with Vice-President Parker of the Colorado & Southern, but was unable to settle the matter, Mr. Parker taking the position that he would not be the first to grant the concession. At 12 o'clock noon, on August 3rd, the strike was extended to the roadmen, and their response was practically unanimous."

We are pleased to note that through the adroit and diplomatic action of Brother E. P. Curtis, Second Vice-President of our Order, a meeting was brought about between the Grand Master of the B. R. T. and the chairmen of their general committees for the Colorado & Southern, Rio Grande and Union Pacific, and Vice-President Parker, of the Colorado & Southern, Assistant General Manager Martin, of the Rio Grande System, and General Superintendent Park of the Union Pacific System.

As a result of this meeting the strike was called off, effective 7 a. m., August 14th, 1907.

The strike on the Colorado & Southern was a remarkable one in several respects. The withdrawal from the train and yard service of every member, and of almost every other employe, regardless of affiliation, was a feature that does not often occur in railroad strikes. The fact that not a single man who left the service of

the company deserted the organization, is another remarkable feature, and speaks most emphatically for the loyalty of the men to their organization, and a belief in the justice of their demands for better wages.

When it is taken into consideration that the men belonging to the Order of Railway Conductors, and who were in train service as trainmen during this strike, and who, while naturally in sympathy with the men on strike, still maintained their fidelity to the laws of their own organization, we have a sturdy illustration of the loyalty of members of organized labor to their contractual obligations.

The agreement between the company and the organization dismissed every strike breaker from the service, and returned every striker to it, without prejudice. These are two features that are seldom a part of strike history. The attitude of the men during the strike and their strict compliance with the law, gained for them the confidence and good will of the people in the several localities in which the strike was effective.

The position of the men throughout the strike is to be commended, and their adherence to the organization, its laws and principles, and to the justice of their demands, will be a striking example for all time to come.

Is it an Attempt to Destroy the Boycott or Labor Unions?

A suit has been brought in the Supreme Court of the District of Columbia by James W. Van Cleave to secure an injunction against the use of the "boycott," the "unfair" list and the "we-don't-patronize" list by the American Federation of Labor. It is plain to all who are in any measure conversant with the history of the National Association of Manufacturers that the suit is in reality brought to destroy the Labor Unions if possible. The complaint in the suit covers fifty-two pages of print, cites the grievances of the company, and finally asks for nine different kinds of relief. After alleging a conspiracy unlawfully to injure their business of manufacturing and selling stoves, the Buck's Stove and Range Company of St. Louis, which is the complainant, asks that the defendants be enjoined on these points, as the New York Tribune summarizes them:

"From in any manner carrying on a conspiracy to restrain and destroy the business of the plaintiff; from agreeing or combining to interfere in any manner with the business of the plaintiff or any other person, firm, or corporation; from boycotting or attempting to boycott or threatening to boycott the plaintiff or the plaintiff's business, or attempting to in-

terfere with the regular operation or the shipment, sale, or trade in its goods, or from aiding or abetting such boycott; from printing, publishing, or distributing through the mails any copy of the American Federationist, which is the organ of the American Federation of Labor, which contains the name of the plaintiff corporation under its 'we-don't-patronize' or 'unfair' list, or which contains any statement that the plaintiff is or has been unfair; from publishing or circulating in any way, in pursuance of the alleged conspiracy, in writing or orally, any statement to the injury of the product of the plaintiff's factory; from representing or stating to customers of the plaintiff or dealers, or the public, that the plaintiff's factory has been boycotted and that its goods should not be dealt in, or for the purpose of coercing any dealer or person not to purchase the plaintiff's product; from threatening or intimidating the customers of the plaintiff or from doing any acts in aid of the conspiracy or combination alleged; from giving any orders or directions to committees, associations, officers, agents, or others for the performance of any acts or threats which would impede, obstruct, or interfere with the conduct of the plaintiff's business; from carrying on

the alleged conspiracy to restrain and prevent the plaintiff from conducting his proper business in any other states or territories of the Union, and from doing any of the acts or using any of the means in the complaint for that purpose."

The press comments throughout the country are generally unfavorable to sincerity of the suit, and even those who know of the practices of the Manufacturers' Association are somewhat dazed at the stupendous hypocrisy of it.

Thus the New York Journal, while characterizing the "unjust boycott" as "worse than illegal" and "cowardly," adds that "a manufacturers' association which prepares black lists, WHICH CONSPIRES TO KEEP CERTAIN MEN OUT OF EMPLOYMENT, is more criminal and more cowardly than an organization of workingmen uniting to boycott a firm." It adds:

"A workingman who conspires to keep his money and that of his friends away from a certain firm is only depriving the firm of PART OF ITS PROFITS. Whereas, when a body of manufacturers get together to blacklist a workingman THEY CONSPIRE TO DEPRIVE HIM OF A LIVING AND TO MAKE HIM A CRIMINAL. The manufacturer who helps to get up a blacklist of workingmen talks like a fool when he asks for an injunction to prevent workingmen getting up a black list of manufacturers. And the manufacturer who unites in an association to blacklist and boycott ALL LABOR UNIONS talks very much like a fool and a cry-baby to boot when he tries to prevent workingmen from boycotting him."

That the use of the boycott by labor unions is similar in operation to the methods used by the trusts to drive out small competitors is another proposition submitted by the press to the consideration of the complaining manufacturers. The New York Evening Post early predicted that this would be made use of by the labor side as an argument. They will say, it asserts, "that the methods complained of are those regularly employed by the corporations against their competitors." "So they are no better and no worse," it adds.

While it is thus admitted that both employer and employe have been at fault, still, the determination of the present suit is welcomed, since it is expected to define more clearly the relations of the two parties. "If organized labor is exceeding its legal functions," says the Toledo Blade, "labor leaders should know it, that they may revise their plan, whereas, if it is moving wholly within its right, and a court so decrees, criticisms of the methods employed will be less insistent."

Yes, it will be well if the present suit defines just the extent and scope to which the boycott may be legally used—we say legally, for it is quite safe to say that whatever the determination of the suit the workings of the boycott can never be wholly eliminated from the minds of people so long as free speech is permitted. This is easy of demonstration, for if Mrs. Smith in St. Louis tells two or three of her neighbors that she does not like the Buck stove and gives her reasons for it and those ladies in turn tell their friends the same thing, and so on, even to writing it to their different friends in other cities, it is difficult to see how the Buck's Stove and Range Company is going to prevent the injury to their business being done in that way. That these ladies happen to have husbands who are members of the American Federation of Labor does not seem to be an incriminating circumstance, or in fact to make the slightest difference as to the fact of its being a genuine boycott, for the same thing might be done to any other manufacturing firm, and the reason for it may be based upon a legitimate dislike of the goods sold by said manufacturer or a dislike of his methods. While it undoubtedly works an injury to the manufacturer, still Mrs. Smith has a right to talk. No question but what this kind of boycotting is being done all the time, always has been and probably always will be. The fact is, the boycott subject is so closely allied to many of the kindred subjects which enter into the labor question that it is difficult to discuss it without bringing them in. Honesty of intent and purpose on part of the Manufacturers' Associa-

tion would disclose the fact that they are trying to disrupt the labor unions, or lessen their power and influence in every way possible. Well do the employers know that if the unions were not to be reckoned with then they could make whatever terms with their employes they pleased, and all the cant, bombast and high sounding phrases about individual liberty of contract and employment of labor on terms mutually agreed upon and mutually satisfactory, is all rot and hypocrisy of the most bare-faced kind. Were it not for the labor unions the mutuality of contract would generally be summed up in the dictum, "we work our men twelve hours a day, and the pay is so much (possibly a dollar); if you don't want to work on

those terms, move on." There is a whole lot of "mutuality of contract" in that, isn't there? But there is just as much as any workingman would get if it were not for the labor unions; the history of this country and all other countries prove this and the truth of it is known to none better than to members of the Manufacturers' Association.

We presume the prosecution of this suit is the first lesson in the campaign of education to which the million and a half fund set aside by the last meeting of the Manufacturers' Association is to be devoted; and if it teaches the members of the Association that the laboring man has rights which they are bound to respect, then it will have been money well spent.



The above caption is suggested by a letter we have just received from a gentleman who gives his name and address as, William L. Ross, 410 Gaskill Street, Philadelphia; which is as follows: "To the Editor:—If it took the American Nation over thirty years' time to set their judicial machinery a'going against 'the 26 Wall Street Gang of representative business men,' how long will it take to collect that '29,000,000 Landis Fine'? If the term 'Anarchy' means the unrestricted personal will and initiative of the individual, have we not a certain type of anarchists, such as our predatory trust magnates? As fine a collection of real anarchists as ever practiced the social idea. If not, what is their civic standard?"

"There is more of such simple, practical information needed, but the above may hold your attention for awhile—if you are not too busy chasing your share of the present 'one sided prosperity.' If so, then don't worry about your own personal civic business. Leave that to the experts (the politicians) and their employers. They will gladly take care of it for you."

Just who the gentleman is who so kindly thinks of us in that way we do not know, but evidently he has given a good deal of thought to the subject and has got it all figured out in his own mind just what he would do if he had his way. Speaking after the manner of the chemists, we should say that the gentleman has added to his mental think-tank some re-agent that has precipitated out of it all the gall, wormwood and vitriol that he can see in the present social and economic system. No doubt the things he thinks he sees in the solution are there in a proportion more or less near to the point of saturation, according to the view point of he who applies the re-agent of thought. The gentleman in question probably thinks the system is all bad and therefore no need of a re-agent in order to see the precipitate. We would not be understood as trying to condone the doings of or uphold the "26 Wall Street Gang," because, for one thing, just at the present time it would not be "considered good form," to say nothing about any other reason, but it has always seemed to us that the great business interests of this coun-

try or any other country, of this time or any other time, have never borne any very striking resemblance to a congress of mothers exhibiting their babies, or a utopian gathering of Rosses trying to see that everybody else got the best of everything going. According to all the history we ever read, human nature has not changed very much from the earliest times to the present: of course we understand perfectly that that isn't upholding the practice of crushing out a rival in business, but is simply an acknowledgement of the fact that it has always been done whenever the opportunity offered a chance. Those there are, possibly, who look forward to a time when that element, or whatever you have a mind to call it, will be eliminated, evolved or moralized out of human nature, but on the horizon now it seems to have its usual size. On the theory that we ought to be thankful that things are no worse, we, perhaps, ought to be thankful that we have had the "26 Wall Street Gang," for if we hadn't had them we might have had one very much worse, because he who thinks there are those who would not have crushed the "26 Wall Street Gang" if they could have done so ought to have himself locked up for protection from the wagons on the street. Whether or not the \$29,000,000 fine will ever be paid, is a question over which we are not going to lose any sleep, but we want to go on record as saying, that after the judiciary proved that that much crime had been committed, and we had a judge with nerve enough to impose the fine, then we ought to be thankful for it—and we don't want any strings tied to our thankfulness either. The fine may or may not be collected, but it has been imposed, that's the point. And further it did not take the American Nation thirty years to set its judiciary agoing in order to accomplish that result, and the many other good results lately brought to light, and others that are on the way.

We believe in the American people, and we believe in their judiciary, or in other words, we believe the American people get about what they are entitled to for the thought, energy and atten-

tion they give their business, and if they gave their business more and better attention they would have less of all kinds of graft and other forms of corruption that so mars and invades public and private business constantly. Oftentimes those people who prate loudest against the existing evils of the time do nothing but prate,—preaching the gospel of discontent, pessimism and unloveliness has no great tendency to make people better, happier, or to correct the evils in the world. True it is that it is not necessary to have a high-power magnifying glass to see evil all around us, nor is it certain that our worst evils are our large ones, nor should our energies all be concentrated on the eradication of the large ones, because the large ones were small ones at one time. The "26 Wall Street Gang," had a small beginning, and if we mistake not, for years they were no more to be feared, or indeed were no more of a menace to the ethics and morality of the industries of the country, than are possibly many small concerns of today, yet they grew, and for many years there was no law of the land to fit the evils that grew with them. Yes, it is quite true that for many years after laws were passed that did fit those cases, they were not enforced, because those "interests" had well-nigh become the government, and it took a man of resolution and courage and back bone to put in motion the hitherto dormant powers of the laws Congress had placed on the statute books. Generally an evil is no longer a progressive evil when it is published to the world, and now that so many great evils have been given publicity and a remedy found to suppress them, and those remedies being vigorously pushed, it is reasonable to suppose that the harmful phases of them are at an end. However, when the evils attendant upon the accumulation of huge amounts of money now agitating the country, are overcome, it will not do to sit idly down with folded hands and cease to struggle against evil at all times, for its forces are constantly at work; they never slumber, neither do they cease exertion. "Eternal vigilance is the price of liberty."

In the second paragraph of the letter above quoted, it is somewhat difficult to understand just what is meant by the question, "If the term 'Anarchy' means the unrestricted personal will * * " etc., because anarchy means nothing of the kind, so far as our information goes. Our predatory trust magnates are just the chaps who do believe in government, a whole lot of government, in fact so much so that it seems at times as if they would like to be the whole government themselves. Ample protection of property rights by the government is necessary to all business, and we haven't heard of any big business interest leaving this country and seeking a location in a country where a state of anarchy exists or is likely to exist. It is true that large business interests have disregarded certain laws, probably knowingly, but it is not therefore proper to say that there is no business honor, integrity or fair dealing with the people. As well might it be said that all people are thieves because in the aggregate much thievery is going on, and because a few men are dead, or seemingly so, to the civic duties that should actuate all men, it does not seem to us fair to charge all men of wealth, however great, with a low civic standard.

As to the politicians taking care of our civic business for us if we allow them to do so, we are quite well aware that this is a truth, and we believe there are thousands of men who never exercise the franchise guaranteed to them by the Constitution, but who would howl their heads off almost if the franchise were to be taken away from them. There isn't much choice between the man who can vote and does not and the man who sells his vote. The fundamental prerogatives of the government are predicated upon the right of the majority to rule, and the only way to find out what a majority wants is by ballot, therefore, a failure to vote, or a sale of a vote, has the same evil tendency. It is perhaps true that men in train service pay as little attention to the privilege of voting as any class of citizens, but in a great many instances the demands of their work make it difficult for them to vote.

We note the insinuation in the phrase "one sided prosperity," and regret we have not got an exposition of the gentleman's idea of "two sided prosperity," or the kind of prosperity for which he yearns; and the manner in which he would bring it about, we opine, would be interesting.

The Spirit of Frisco Town.

BY WILLIAM HAVEN ROSS.

The spirit of the Forty-niner still lives in Frisco Town.

It builds the city up again, no matter what tears it down;

Earthquake, fire and tempest, famine, plague and dread

Can't vanquish the brave old spirit that lives in the sons of the dead.

When old Frisco lay in ashes beside the Golden Gate
And desolate, homeless thousands camped out under
skies of Fate,

They sought no trail to lead them 'yond the throe
of seismic tide

But 'stuck to the work of making anew the city
that never had died.

Over the plains unbounded, through canyons deep
and grim,

On foot, by horse and wagon plodded the men with
vim;

Over the isthmus swarming, around the Horn by
ship,

Went the men undaunted whose motto was
"let her rip."

They buried their dead in a desert, or gave them to
the wave—

For every mile of the gold-dust trek was, marked
by a comrade's grave;

But no peril could ever check them as they westward
paved the way

And when they built old Frisco town they built
a town to stay!

—From Everything.

LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

The L. A. to O. R. C.,
Or the Original Club Woman.



Editor Railway Conductor:

Sister — of Missoula, one of the delegates to the convention at Memphis, Tenn., was requested to read a paper on "The Original Club Woman" and being a little short on statistics and having scant time to prepare the article, sent me the following self-explanatory letter:

CAPT. GEO. W. BARBER, SR.,
Togus, Maine.

DEAR CAPTAIN:

I have been asked to read a paper on "The Original Club Woman," before the convention L. A. to O. R. C., Memphis, Tenn., and I make so bold as to write asking you if you can give me any information which would assist me in preparing this paper. Won't you please help me out? For goodness sake, tell me what you know concerning "The Original Club Woman."

Fraternally and sincerely yours,
Sister —.

DEAR SISTER:

Your above note of appeal received and contents noted. Your screech for help has been heard and heeded. The fact that you should flee to your old Brother has been's wisdom fount in this, your hour of sore need, touches me deeply and I will gladly rifle the flutings of my fertile brain for any information which may be stored away there concerning the subject of which you speak.

It is the best hot-weather bet, Sister, that Eve was "The Original Club Woman." From all the information I am able to glean from the docket, Eve was the first woman charged with being the original club woman and found guilty as charged. It seems that Adam himself made the discovery. As the story goes, Adam came home early one morning doped and dreaming. This was shortly after the "newly wedded couple" had set up housekeeping. In fact, the honeymoon was yet at its full, and when Eve heard Adam making circles on the outside of the front door with the key in an effort to find the keyhole to the situation, and later, after he got inside the hall, she heard him remove his shoes and start upstairs on all fours, it made her sore and distraught to think she had married a man who held his vows so lightly. For the nonce she regretted that she did not marry some other man—until she reflected that Adam was the only available raw material in the world, it being at that time impossible to get "something just as good."

Well, when Adam finally reached the bedroom door Eve turned up the lamp and asked him with clean-cut enunciation where he had been. The head of the first household was a good deal surprised—he had expected to find her asleep. Adam told her he had been sitting up with a sick friend—it was the best he could think of on the spur of the moment, but the words had scarcely

left his lips when he realized he had made a fool of himself. Eve broke down this fairy story in rebuttal, showing Adam where his statement was absurd; she pointed out to him that he had no friends in the world, either sick or well. Then she gracefully stepped out of bed, and picking up a bludgeon which she always kept within reach for burglars, she laid it repeatedly and emphatically upon Adam's coco-bolo until he saw stars sufficient to make two or three milky ways.

Thus we have in Eve "The Original Club Woman." Eve was the first lady of the land to use the Big Stick. Later, when the Stone Age arrived, all women became club women. By this time in the world's history the weaker vessel had begun to assert her rights—and lefts—over the male biped.

The emblem of her federation consisted of a smooth stone weighing about three pounds, tied with a leather thong on the end of a stick. By means of this handy little implement she persuaded her husband to do very nearly as she wished him to do. Unless he complied he found himself in the emergency hospital suffering from contusion of the brain box. In those days every wife proudly called herself a club woman. But every husband called her a knocker. This is merely a distinction without a difference.

Now Sister, this is about all I know concerning the original club woman.

CAPT. GEO. W. BARBER, SR.

Togus, Maine.

Editor Railway Conductor:

White Rose Division No. 110 is getting along nicely. We have a very good membership and a fairly good attendance at our business meetings; a fine attendance at election of officers, initiations and all banquets.

Like most Divisions, we have some members who think that it is necessary for them to be present at these meetings in order to have our Auxiliary make a good showing, and so it is: but, Sisters, you miss something every time you miss a meeting. A conductor's wife who is not a member of the Auxiliary, said to me, "What good is the Auxiliary, or the O. R. C. either? I can't see where they have ever benefited my husband."

I repeated this to a Brother of 218 and he said "that fellow never comes to meeting unless he has a grievance." Brothers and Sisters, is that why we have so many vacant chairs? I don't believe there is a member of the O. R. C. or of the Auxiliary to the O. R. C. who could truthfully say they had not been benefited by the O. R. C. It is recognized as one of the grandest union

orders in America, but of course you can't learn very much about it unless you attend the meetings. Nevertheless, those members who stay at home and grumble do reap some of the benefits.

Brother Brittingham, of Columbus, was in Savannah a few days ago and he has our most sincere sympathy for the affliction and sickness that is in his family. He is one of the most earnest and enthusiastic Order members it has ever been my pleasure to meet. We wish there were more like him.

Our Division has recently bought a new piano and on June 14th we gave a picnic to Tybu in order to replenish our treasury, and with the expectation of having a real good time (which we had). Sisters Lannan and Bates, from Jacksonville, came up for the day and Sister Wheeler of Marlow, came down. We were very glad to welcome these good Sisters among us again. Brothers Carswell and Rowan stationed themselves at the depot to sell tickets for us. We appreciated the assistance of these Brothers very much and we hope to have Brother Rowan's better half ride our goat in the near future.

Sister Richards visited Sister Wamock when she went through Birmingham on her way to the convention, and says she thinks Sister Wamock will visit us during the summer. We will all take a holiday to welcome this Sister for she has always been one of our best members. We would like very much to hear from the Sister who strayed off to Columbia, S. C.

MRS. C. R. RICHARDS.

Savannah, Ga.

Editor Railway Conductor:

After reading the numerous letters in the August number of THE CONDUCTOR we are led to believe all the O. R. C. and Ladies Auxiliary members must be on their annual vacation and there's nothing doing, (pardon the slang). Nevertheless, such is not the case with all of us. I will venture to say some of us are working very hard, not paying any attention to the hot rays of old Sol. Yes, some of us are working "over time," if you understand what that means.

After you all returned from the recent Grand Division held in the sunny south, what were some of your thoughts and ideas in regard to the selection of delegates? Now, kind reader, I was no delegate and consequently I am going to give my thought, and am far away from the delegate I have in mind, so should I make a remark that may affect you, remember I mean no personal offense whatever.

Were you not surprised at some who were sent to represent us? Just for

instance, run your eyes over the proceedings, and of all the unheard of questions that most ten-year-olds could answer. It's really and truly a shame to think some of us have seemingly no regard for the time, yes, valuable time of the Grand Officers, not to mention others' time.

In the first place, if the aforesaid delegate had only complied with one little duty, that of reading her constitution, she would not need to ask so many questions. The patience and endurance of the G. P. is surely tried to the uttermost. I really believe Sister Moore practices the old habit of counting fifty before she answers once.

We would like to know if you don't think she is a heroine. Speak up, ladies, but please don't all talk at once; women never do.

Juanita Division 66 will hold a School of Instruction in our city on October 11th and 12th. We look forward with great pleasure to this event. Sister Moore will be with us, and Divisions from near vicinity. We take this opportunity of kindly extending an invitation to all members to attend this school. We can secure hotel accommodations for all. This school will be held in our Division room, Jacoby Hall, on Main Street. So should you decide to attend you will find Division 66 ready to give you a cordial welcome, and extend to you the right hand of friendship.

MRS. T. B. FOSTER.

Bloomington, Ill.

Editor Railway Conductor:

As correspondent of Autumn Leaf Division 12, I fear I am neglecting my duties, and it is a duty that should not be neglected, for we all enjoy hearing from the different Divisions.

Our meetings have been very well attended this summer; we are growing steadily and have two Sisters ready now for initiation. Let the good work go on.

Sister Connors, our delegate, returned from the convention with a fine report, which we enjoyed very much, and the Sisters extend her a vote of thanks.

We are planning to hold a "School of Instruction" here in November, with the new floor work. It will mean practice for our Sisters, but we can do it.

We are holding our meetings now in the C. U. B. A. Hall, on Main Street. Please do not forget the place. We had "moving day." I guess you all know what that means, but our Sisters are all good workers so it did not take us very long.

Our annual picnic, held at Cedar Point, was not very well attended but those who were there report a good time.

The first Monday night of each month is "Social" night, there being six Sisters to serve on the committee; we are looking forward to the good times we will have this winter.

We have purchased a new desk for our Division room and we are very proud of it. We got up a soap order, each Sister giving a little towards it. If any of the Divisions want a desk, and do not want to take the money out of the treasury, just try our plan.

Sisters, come out to meetings; don't let every little thing keep you at home, and we need you all.

Bellevue, Ohio. MRS. ELLA HARPER.

Editor Railway Conductor:

As Phil. Sheridan Division 198 has not been heard from since my return from Memphis I wish to say a few words about our convention. I certainly had a fine trip and think the Sisters and Brothers who attended the convention were entertained royally by the Memphis Division and the town in general. We found the Memphis people very nice to us strangers.

June 14th we gave our second annual ball. Punch and wafers were served and everyone made welcome. Altogether the June ball was a decided success, socially, and financially, and we want to thank our Brothers and Trainmaster Brother Lyman for their help and kindness.

As many of our Sisters are away on their annual mountain trips and elsewhere, I have not much news this hot weather. If our good editor does not consign this letter to the waste basket you will hear from me again.

Sheridan, Wyo. MRS. IDA JOHNSON.

Editor Railway Conductor:

Benevolent Division No. 17 is enjoying healthful prosperity; it is not taking in many new members but is going forward steadily. Most of our members who live in the city are regular attendants and workers, which makes our meetings interesting and elevating, as it brings out individual thoughts on all questions, thus enabling us to select the best ideas on all subjects.

When our dear little President, Cora D. Korner, returned from Memphis we had accumulated funds sufficient to meet all her expenses, the future new rituals and constitutions included, with still a comfortable sum to our balance. A few words as to how we keep our treasury supplied may interest some of the Sisters. In February we gave a Washington party. The receiving party was dressed *en colonial*. Refreshments were served for a small sum. We raffled a

Battenburg centerpiece, each member disposing of ten tickets, which made us \$24.00 clear. One member entertains the auxiliary once a month at her home, serving refreshments that makes everyone want to come again. Of course a small fee is charged and reading and music help to entertain the guests.

Just now we are debating whether it is best to contribute to the Highland Park Home about which we hear so much for and against. We desire very much to get a correct idea of this Home, whether it is the true way of doing the best for our Brethren. If not, our giving is in vain. The greatest desire of the Ladies of this Auxiliary is to inculcate into the hearts and lives of our youthful conductors, by precept and example, these principles, in the language of an ancient writer, "The noblest charity is to prevent a man from accepting charity, and the best alms are to show and enable a man to dispense with alms." MRS. CHAS. F. KINZEL.

St. Joseph, Mo.

[Giving to the Home at Highland Park is proper charity in every sense of the word. To our knowledge, which extends over a good many years, not a single case of unworthiness has ever been known at the Home. You make no mistake in giving to the Home. It is "Charity, sweet charity," pure and undefiled.—Ed.]

Editor Railway Conductor:

Despite the very warm weather our meetings are carried on very successfully and all seem to retain their interest.

The week between each meeting we have a social, the members entertaining at their homes; and it is a social in every sense of the word as each hostess makes every effort to have the affair a pleasant one. This helps, I think, to keep up the interest in the business meetings. The social feature is one I would recommend all stagnant Divisions to adopt.

Then every three months two Sisters choose sides and at every meeting our points are recorded. We receive points for attendance, visiting the sick, visiting new members, bringing in new members, for charity, and for paying dues in advance. At the end of the three months the points are added and the side losing banquets the winners. Then the Sister making most individual points is rewarded with an emblematic pin for her good work.

These contests are very spirited and, so far, Sisterly, which is worthy of mention. I find that nearly all lodges require something novel to keep them active, and we are certainly doing well in Division 29.

On June 11, our Division extended an

invitation to the members of Division 367 of the O. R. C., of which we are the Auxiliary, for a social evening. While a great many were on the road owing to busy times, those who attended seemed to enjoy the evening and it kindled anew the very friendly relations existing between our Orders. Division 367 has been more than kind to us, both in a social and a financial way and we felt anxious to show that we appreciated it.

Sisters of 105, we are anticipating a pleasant reunion next February. I hope Division 29 will be represented for these schools are a great benefit and pleasure. MRS. FRANK SHAFER.

McComb, Miss.

Editor Railway Conductor:

As correspondent I will again make a feeble effort to write an item for THE CONDUCTOR.

Tinsman Division No. 206, has been struggling through the summer. We greatly feel the loss of a number of our members, who have moved away. We, who are left, ought to bring in new ones to take the places of those who have gone.

The social afternoon spent in the home of the different members have been enjoyed, and is a feature to be encouraged.

Our ladies planned a surprise for the men. They secured the photographs of all the conductors, placed them in a large frame, and on August 4 presented it to them.

Afterward a social session was enjoyed during which refreshments were served. We are now planning a social and musical entertainment to be given August 26, which we hope will be a success and add an amount to the treasury.

Trenton, Mo. MRS. R. HAMILTON.

Editor Railway Conductor:

Robert Pitcairn Division No. 9 was organized May 19, 1896, with 39 charter members; of that number, we have remaining with us twenty-one.

Our membership now is ninety, with fifty-eight insured members.

The angel of death has dealt leniently with us, having taken but five in eleven years. Also three Sisters have been called upon to give up their beloved husbands.

Seven Presidents have served us in that time and three Secretaries. Sister J. W. Burns was our first Secretary-Treasurer.

In our existence we have had many pleasant hours, and as we sit and ponder over the past, we wonder what the future has in store for us.

We must not forget to mention the union picnic at Luna Park the 6th of

August. A bounteous supper was partaken of and then the entertainments at the various booths were enjoyed. This was the Auxiliary's first attempt and was a decided success. Divisions 9, 24, 96, 112, 179 and 235 took part in the affair.

Our sick members are all improving. Sister Rambo is at Mt. Clemans, Michigan, for her health, having been sick over a year. MRS. SADIE FOUT.

Pittsburg, Pa.

Editor Railway Conductor:

I must again harken unto the call of duty and prepare another letter for THE CONDUCTOR.

June 14 we had been organized one year. Sister Newcomer opened the doors of her beautiful home and cordially invited us to come and celebrate, which we did in a right royal manner. Sociability prevailed throughout the afternoon, including a card-contest, at the close of which the Sister who held the highest score was given a dainty reward and the least fortunate one meekly accepted a consolation. Then delicious refreshments were served.

At the close of the afternoon's enjoyment, Sister Pond presented our President, Sister Greyson, in behalf of Battle Creek Division No. 230, with just a little token to show our appreciation of her earnest work. She has been untiring in her efforts to make our meetings interesting, and, Sisters, if you realized how much your presence meant in the Division room, you would not allow any trivial event to interfere with your attending the meetings. Let us put aside all personal feelings in the Division, if we have any. Let us ever be mindful of our motto: "Charity, Truth and Friendship."

During the last few meetings, after the business session, the Sisters have taken turns to entertain us by readings, recitations, songs or anything which the Sister desires. Much merriment is created in this way.

We held our annual picnic at Lake Gogua. The afternoon and evening was spent in boating, bathing and racing. Suitable prizes were awarded the winners of the following contests: potato race, boy's race, ball game by the ladies, and a ladies' nail driving contest, which was one of the most amusing features. I can tell you it takes conductors' wives to bring well-filled baskets and enjoy a jolly good time.

Our ice cream social took place on the spacious lawn of Sister McMurray. The scene was made bright by Japanese lanterns and one of those locomotive headlights that help to guide our conductors over the road. The tables were

decorated with cut flowers. In spite of the chilling smile of the weatherman a large number of people were present and the event was a most enjoyable and successful one, which added quite a little sum to our treasury.

We sincerely regret the loss of one of our Sisters, Sister Lee having moved to Port Huron.

Now my dear Sisters
I'll bid you adieu;
'Till Duty calls me again
To write to you.

MRS. H. G. WALWORTH.
Battle Creek, Mich.

Editor Railway Conductor:

Prairie City Division No. 237 wishes THE CONDUCTOR and its friends to know that we are still in existence, and bid fair to remain.

We are still in our infancy but are steadily growing stronger with each meeting. It is now almost nine months since we were organized with eighteen charter members and our membership is twenty-three, with bright prospects of more candidates in the near future. The regular attendance in the last two months has been small, but we hope by September to have a full attendance, as a number of our Sisters have been prevented from attending meetings on account of sickness or being absent from the city.

Since our last letter the O. R. C. has added two new members to its list: One arrived at the home of Brother and Sister O'Dea and the other at the home of Brother and Sister Hurt. All are doing nicely.

In June we gave a public card party in our hall after the regular meeting, which we held a little early, and we realized about \$10.00 to add to our treasury. Then in July Sister Corbin kindly donated the use of her beautiful lawn and home for an ice cream social, which was both a financial and social success, as our treasury was increased to the amount of about \$20.00. Our Sisters certainly work well together and have one another's interests at heart. Unity and peace is the secret of all success.

MRS. ESTHER LOCKWOOD.
Terre Haute, Ind.

Editor Railway Conductor:

No doubt the readers of THE RAILWAY CONDUCTOR, also the dear editor, will be surprised to know that Maine Division has not met with any disaster, as the ill fated battleship Maine. Oh, no; such is not the case. Our members are all able to chew the rag with the exception of the writer. Owing to a severe tooth-

ache the consequences were I lost out. Oh, what a pity! Our officers are all good at their stations, which helps so much in making our meetings interesting. Our worthy President keeps us right down to business with the taps of the gavel.

Sister Wilson, from Capitol City Division paid us a short visit to install our officers. We were delighted to have our Grand Officer pay our Division a visit as we find her a very pleasant lady. We hope to have her visit with us again soon, as she gave us good instruction. We can not be too well drilled in our floor work.

Sister Hiatt of Capitol City Division paid us a short visit. She being a charter member of Maine Division we hailed her visit with delight as we are always glad to see our old members, as well as the new. Brother and Sister Hiatt are now pleasantly located in Columbus; that accounts for the Sister's absence from our Division, for which we are very sorry.

Our Social Committee gave a very successful ice cream social at the home of Sister Schaeffer, she having kindly offered the use of her beautiful lawn and her home. The decorations were beautiful.

Sorry to say Sister Burke's mother is at present very ill and Sister William has a very sick daughter.

Brother and Sister Murphy are mourning the death of their devoted mother.

We are at present contemplating having a picnic in the near future. Come Sisters, and join us; we will have good things in our lunch baskets and a jolly good time. We will also have some circus lemonade for you to quench your thirst. The Brothers never join the Sisters in their outings; guess they're afraid of women. Well, we might give them a little chance if they would only give us a little show. I think it a good idea to promote sociability in giving banquets, not only for one organization but for all connected with railway service as we would become better acquainted.

Our worthy President has been to Kansas on a pleasure trip. She was so tired from the journey she forgot to tell us all about her trip. We never impose on our President as she only weighs 95 pounds. I do hope the Sisters who have not been attending meetings will try and be with us for they do not realize what they are missing.

We expect to send a donation to the Home for disabled conductors in the near future. As it is a worthy cause, our sympathy is with them in their affliction.

Will the Sister of Mascot Division please give a description of a costume supper at Boston, March 21st?

MRS. MARY JOHNSON.
Chillicothe, Ohio.

Make This a Day.

Make this a day; there is no gain
In brooding over days to come;
The message of today is plain,
The future's lips are ever dumb.
The work of yesterday is gone—
For good or ill, let come what may;
But now we face another dawn:
Make this a day.

Though yesterday we failed to see
The urging hand and earnest face
That men call opportunity.
We failed to know the time or place
For some great deed, what need to fret?
The dawn comes up a silver gray;
The golden moments must be met:
Make this a day.

This day is yours; your work is yours;
The odds are not who pays your hire;
The thing accomplished—that endures,
If it be what the days require.
He who takes up his daily round,
As one new armored for the fray,
To-morrow steps on solid ground:
Make this a day.

—The Talisman.

FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

The 31st session of the Grand Division is a matter of history and is entertaining reading. Boston gets the visitors in 1909, and rest assured, you delegates, that the bean eaters will do the right thing. They are each and every one a prince. I know this, for I have been among them. They will show you Bunker Hill, Concord, Lexington, "T" wharf and Plymouth Rock. Wonder if that is where the fine chickens come from? It is the aim of the citizens of all the cities where Grand Division meets to show the conductors and their wives all the sights and places of historic interest. It strikes one that we are to have our meetings every two years. It was expected by many that it might be triennially, or as some hoped, quadriennially, and I believe that in 1911, if we could have a hall large enough to hold us, it would not be a bad idea to visit us in Mexico. Talk about showing you! What we could show you fellows would not require that you had to be from Missouri. Why, sakes alive! we could show you the "Viga," and we could show you Luna-tic Park, and the "Big Swede," and his partner, "The Nose," you could see the pair work the tourist from Beeville, Podunk, Smithville, Tuckers, Posey, and Coffeeville. Show you! gosh all hemlock! you would see some of our conductors riding about on Sunday (Division meets every Sunday) in a blue hack at \$1.50 per hour, and they are here from a distance and have not been inside of a Division room in a year.

You would learn that we have quite a number of Brothers stationed here who are altogether too fine-haired to attend, also many that run out of this city that are so forgetful that they go to the bull fight to collect their thoughts.

About the time a new card is issued they condescend to call upon our Secretary, who, by the way, knows his business, and refers the Brother to Section 53 of the Statutes. Occasionally some Brother "swells up" and informs the Secretary that he does not propose to be dictated to; goes away "hot under the collar" and imagines he has been insulted, and is a much-abused individual. They do not wait to have Section 79 shown them, but, should they have, or imagine they have, a grievance, you will find them sitting on the door step waiting for the janitor to finish his "siesta" and open the door. Did you ever notice what a real sheepish look appears like? Well, they have it and should their grievance be "turned down" then they are like the small boy—they have nothing to say, at least until after Division is over; then they talk, but it's through their hat. But then, it were ever thus. Just now the edict has gone out that the boys must attend or show cause why not, and a few of the wise (?) ones that have not been to Division in several years are now inclined to be "bullish." They remind me very much of the average "Hoghead;" as it does not suit them they want to show their temper and "jerk" things about like a "Hoghead" does a train, but they, like him, do not know it all—one consolation they don't "get" a draw head.

When first I heard that our Grand Officers were to be known as Presidents, I came within an ace of having a convulsion fit. I felt as if the Order was to lose its identity. It struck me quite forcibly that maybe they would don plug hats and be addressed as "your excellency," but I saw through it so easy when the reason for it was made known to me. Well, I'll be blankety-

blanked! Did you ever? Is it possible that there are members in the A. of G. M. who would so far forget themselves, and by their imperious manner seek to insult our Grand Officers? And in a sneering tone remark that the *Grand Conductor* suggests this or that; the *Grand Conductor* would propose so and so, laying particular stress upon the *Grand*. And our Grand Officers, being gentlemen, of course would not resent the indignity, but with that superior breeding and with a charitable feeling of forgiveness, would allow it to pass unnoticed. Words fail to express my emotion. Oh, but that I could wield a pen as did the lamented Braun of "Iconoclast" fame. What I would say would be a plenty. Presidents, delighted. I take off my hat to the Mexico delegates for staying by the six months eligibility for membership, but when the amendment making it two years in train service was tacked on they surrendered. It used to be years before a conductor became eligible for membership, and at the rate of reduction in time as it has been going the past six years, I look ahead to the Grand Division at Boston to take off the limit altogether, and if it does you will hear a roar, and a louder one than is being made by the Old Timer here in Mexico in regard to being deprived of their insurance should they wish to withdraw from the Order, after having paid in all these long years. Article 4, Mutual Benefit Department, lines 29 to 35 inclusive, and Section 52, Statutes, line 8. Some of these Old Timers have been using cuss words, that, were they counted, would be almost as many as are the banana and orange peelings on the sidewalks of Mexico City, and nearly as many as are there whining beggars here. And, oh, say, we can show you the cheekiest, rummiest, dirtiest Roman of them all, the American hobo. We have them here, and they are stayers, generally tell us they are sailors and have deserted ship, but cross question them and they don't know the difference between a "royal yard" and the poop. I questioned our delegate, asking him what disposition had been made of the General Burial Fund that I have been in favor of and had hoped would have received some consideration by the delegates at Memphis. He thinks it was embalmed and that a coon got away with it, but feels that it will be resurrected at Boston in 1909. There was a prospect some little time back that there might be organized an L. A. to O. R. C. in Mexico City, but it died for certain reasons. Of course I have not the proof positive, but I am inclined to think that several ladies were quietly informed that should wife No. 1 hear of it, that quite likely No. 1 would come

down here and investigate, if only to make the acquaintance of wife No. 2. It might prove rather embarrassing for hubby, because hubby writes to wife No. 1 and says he is so lonely, and if it were not for the extreme high altitude, wifey could come and console hubby. The ladies all read *THE CONDUCTOR* and in this way would readily see Mrs. McJiggers' name and quite naturally then, every Mrs. McJiggers whose worst half was in Mexico would begin to get busy. Funny world, this.

I heard the question asked several times during the past week, "have you read this month's *CONDUCTOR*?" The answer in each case was, "No, there is nothing in it." Well, I must say that is encouraging: If there is nothing of interest in *THE CONDUCTOR* little need is there for so poor a correspondent as I am to continue writing. If that is the case, I might as well tender my resignation as correspondent. No very pleasant news for some of our real good writers. Besides, I sometimes think that I might be trying to the patience of our good natured editor.

We have several wise critics about here. Quite likely they may be prevailed upon to write something rich, rare and racy. They sure give up "hot air" enough around the corners, and about the gin mills. Show you, well, yes, and you will also hear that, to us, familiar chant, "Do you speak English?" Show you the sights—of course we will. Your eyes will see such signs as "English Spoken." It was "Spoken English" for awhile, and if any is spoken you are the speaker, "On Parle Francias," "Her Tales Skandinavisk," "Man Spricht Deutch," "Her Tales Man Dansk Svensk Ognorsk," and a few others too numerous to mention.

I hope that at Boston there will be no complaint because of the hall being too small to hold the Grand Division, and that its acoustic properties will be of the best, and not like the hall at Memphis, as I learn, poor. It is distressing to a silver-tongued orator to be interrupted by calls of louder, louder, etc. I know I would hesitate to speak, ahem! were I called upon to address the finest fellows in the world and could not be distinctly heard. And that reminds me. We are growing to such an extent, "becoming quite many," that we will at no distant date be unable to get a hall large enough to hold us. Then possibly the idea advanced some time ago that a certain number of delegates to each state, district or province, represent us at Grand Division, will meet with favor. It has again been demonstrated that about 50 delegates do the business at Grand Division, and I, for one, am heartily

ly in favor of it, especially so, if the Hepburn Bill is going to be lived up to. Too much money spent on delegates, and one never hears a word from the majority. They are controlled by the few.

Well, before I am tempted to say something, believe I will finish this and not too strongly incur the displeasure of my patient readers. In the event that I am not heard from again you will know that I am sulking in some corner waiting for some handsomer man to take the pen or pencil and use it, "Mientras hasta luego." EL BURLON.

Mexico City, Mexico.

Editor Railway Conductor:

We arrived here last evening in convoy with the transport Logan. We departed from Frisco August 3rd, but after getting 90 miles out to sea we had to return for repairs on the engines, and it was a good thing that we did so. Had this not developed when it did, we would have been drifting in the middle of the Pacific Ocean until picked up by some other steamer. Last night, 300 miles out from Honolulu, we passed one of the Pacific mail liners and it was a fine sight watching them signal to each other. We have had very rough weather, and while not sea sick, there were days I did not feel so very fine. This city has a population of 40,000 people, 5,000 of whom are Americans. The Islands are in a prosperous condition; the new experiment of trying rubber tree raising has been a success, and it now looks like one of the most profitable businesses in the Islands. The band plays on the arrival of the army transports and they give a dance at the hotel. The surf bathing is fine all the year, and the natives are expert swimmers. Mrs. Longworth (daughter of the President) is here with her husband for a short stay. We expect to leave this port the 15th and should arrive in Manila about September 4th. If I had my way about it, you would never find me on the water; it is very uncertain, and very uncomfortable for a land lubber. I miss the CONDUCTOR very much; the good news that it always furnishes will now be a month or six weeks old by the time it gets to me, but I shall be very glad to receive it when it does come.

We are invited to the "Honolulu Dance" tonight, and I know a few of the gang in Number One that this should make a hit with, as I saw it in 1901 myself; under a very proper guide. I am glad to see that the Third Vice-President is getting along so nicely. In fact there don't seem to have been any mistakes made at Memphis.

Honolulu, S. I.

B. B. RAY.

Editor Railway Conductor:

At our last election I was elected to the office of CONDUCTOR correspondent. This honor was highly appreciated and gladly accepted. It was the hope, sincere with me, that, if not regularly each month, I would be enabled with the assistance of the membership, to occasionally send a communication to you, one, if not instructive, at least interesting, in that it might show to the whole membership that Capitol Division was alive, doing her very best, whether it be sunshine or shadow. Till now—and this effort I tender only in apology or explanation of my long silence—I have been unable to do anything by way of requital for the honor conferred upon me. In December last, the necessity of instant attention to my eyes was most forcefully impressed upon me. The specialist denied their use, either in writing or reading involving a strain. As an incident of the case it was further developed that my nerves had to be straightened out, requiring the services of another specialist, and under the two I now linger. I have written the foregoing with the hope that you may find space, and this Division, via Cedar Rapids, learn of the mental, physical and other harassments with which their correspondent is afflicted, who, though a born churchman and ever prone to do those things which he should not do, and leave undone those things which he should have done, yet would sometime in the many months of silence, have asserted himself independent of this curbing inheritance, and punished you with an occasional line.

Memphis Constitution is just to hand. To the following I wish to direct attention:

"Article 4. Grand Division, Who Compose. The Grand Division shall be composed of the following members: The President, the First Vice-President, the Grand Secretary and Treasurer, the Second Vice-President; the Third Vice-President; the Grand Inside Sentinel; the Grand Outside Sentinel;" etc., etc.

To some of us conductors who have grown gray, bald-headed, sear and yellow, the foregoing furnishes food for quiet smiles, suggestive of Mark Twain at his best, stopping just short of a laugh, as something of the old time grandeur remains in the midst of the queer company. We insist that the Jurisprudence Committee did not complete its labors. These, too, should have been changed, when we were given a President. It should have been made to tail out to the fifth degree; in the stead of Grand Inside Sentinel and Grand Outside Sentinel, there should have been Fourth Vice-President of the Inner Door

and the Fifth Vice-President of the Outer Door, or Keeper of the Inside Door and Keeper of the Outer Door; or Sergeant at Arms of the Inside and Sergeant at Arms of the Outside; just any old thing would restore the smooth and quiet dignity from President to Third Vice, now so disjointed and out of plumb by the retention of these two modest little titles. Yet they tie us to a past which some of us long have thought had been made honorable by men who, from the rail, as conductors, when called to the chairs of the Grand Division were conductors still, and this was their pride; having honestly performed the duties of an honorable vocation they desired no greater distinction, proclaiming to all the world that now and always they are conductors, even when called to places and ways of pleasantness in the offices of the Grand Division. In the old time it was naturally thought that the most appropriate appellation for the head of the Order of Railway Conductors should be Chief Conductor, and his assistants all conductors, and from the Grand Division to all subordinate Divisions these same designations. The offices in the Grand Division were then filled by conductors taken from instant contact with the rail, who had earned preferment through abilities so salient as to entitle them to these positions of trust over their fellows; the honor of being a grand officer carried the added honor of retaining the name of conductor, the faithful discharge of duty in active service having made possible the advancement. With us old fellows, who never expect, probably may never deserve, any distinction at the hands of our Brothers—and our position is the best possible test, for should we be elevated we too, might get notions—the thought begets fear, that the Brothers who now sit at the top of our structure at salaries from \$7,000.00 to \$3,600.00 per year and expenses have so long been swimming in pleasant pools, in close social intercourse, not infrequently with presidents of railroads, banks, insurance companies, of the Standard Oil and its subsidiary companies, and the like of these, have felt it an embarrassment to be introduced as a conductor, even with the qualification prefix. Appreciating keenly their misfitness among the elite, they naturally appealed to the Jurisprudence Committee, declaring that inasmuch as their social duties carried them almost entirely among the class foregone described, only among whom can anything good for the Order be accomplished, and much more could be, if they were relieved of this humiliation, leaving their minds free, unvexed and eagerly responsive to all social demands, from however high

they come. Besides, their intercourse with conductors in a social way now-a-days did not amount to much, therefore, they asked the good offices of the Jurisprudence Committee to tear from the face of things the old, common and meaningless name of conductor, replace it with something up-to-date and with a ring; President, General Admiral, or the like. Now Jurisprudence always knows and said, that on account of the high esteem in which the President is held through favors specially done the Order, our high mogul should be named for him, President, and his assistants, Vices.

At the Grand Division, Jurisprudence stationed the whips, these same Grand officers, not otherwise engaged, and well known formers of opinion, judiciously and numerous among the delegates. Without a ripple, as quietly and smoothly as a mother rocks her babe to slumber, so Jurisprudence swayed that congress of conductors representing the mental giants of the rail, and in a silence and stillness born of the spell, a voice was heard: Jurisprudence has it—It is President.

We of the minority should silently bow to the will of the majority, especially when we know that this will is formulated by the Jurisprudence Committee, from whose inner light alone to it accessible, scintillate the will of every majority of all our Grand Divisions. Notwithstanding, we old fools do think that there was only one reason for the change—very bad taste.

Though up for repairs, I read the CONDUCTOR. Lately I have found letters from my old friend James W. Tignor, of No. 152, and from references it would seem that his letters are generally read; had I read his of July before writing this, silence should have been suggested, as in his last paragraph, a part of which I quote, he makes most plain the necessity of the change.

"..... I honestly believe every labor organization of the present day conducted in harmony with its written law is nothing more or less than an auxiliary to the one grand organization of Saints in Christ Jesus, who is our Grand Chief Conductor."

Washington, D. C.

MORANON.

Editor Railway Conductor:

As the old saying goes, the pen is mightier than the sword, so after months of peace, I am again compelled to use my weapon, not to fight the battle, but just to criticize the majority of the soldiers in the last battle. As I am in the minority I must submit to the majority but I still cling to what is right and fair, although I suffered an overthrow which put an end to my

fondlest hopes when seniority died and was buried on this division by an overwhelming majority of our young conductors. Of course they only looked at the present, not at the future. They have a small track of railway fenced in with signs up on each individual's gate, "No trespassing. Old conductors found after these runs will be shot," as no seniority exists here. I may also say, what surprised me most of all is to find this same sign on a few of the old veterans' gates who have faithfully earned their claim through years of faithful toil, and the efforts of the O. R. C. and its members doing what was right and fair towards all Brothers. Why these old Brothers with gray locks should be the first to tear down that strongest of all fortifications, seniority, is something that I cannot comprehend, for they put in the best part of their lives to build this as their stronghold and protection for their declining years. I have only one reasonable excuse for these old Brothers—they must be in their second childhood. Or can it be possible that they want the foot of the ladder once more just for the pleasure of climbing to the top as they did in the days of yore? If such ambition exists, dear Brothers, you will fall off at the second step, while the young conductor will climb on by the easy paths you formerly made for him. Then you will see the folly when you make your demand from your superiors and they coldly tell you that no rights exist as our boys don't want seniority. Then what can you say? It is your own work.

Brothers, think farther ahead; think of that awful day when the Great Ruler of the Universe confronts you with this question: "Where is thy Brother?" You will have the same answer with the same guilty conscience as Cain did, as your selfish over-rule has shortened the old man's days. I can only close this chapter with my most fervent prayer that there will be no farther aggravation and hope you will reconsider your rash act and give the old man at least a fighting chance, as these facts which I have above mentioned are more of a demand from the Brothers than a pleasure to me, as their correspondent. I have only expressed my thoughts and performed my duty.

Well, Brothers, I think I had better turn my pen to the social side of our Order, as I think there is more there to write about. All the members of the O. R. C. are highly elated over the promotion of our Chief Conductor, Brother J. J. Dougherty, who takes a passenger run on the 1st of September. Our best wishes are with you, Brother Dougherty, as we all know how you always have devoted your time to the betterment of

your Brothers and your fellowman. May you go to the top with the other worthies.

Our Brothers here in Sheridan don't get to Division very often as it is very inconvenient to get to Carnegie without getting left, but we get there occasionally and have a social chat with the regular attendants and then we return and have a chat with those that never attend but do all the growling and kick because the grievance committee is too slow. I would say to those Brothers that they remind me of the rings on a set of harness; the only good these ornaments are is just to load the horse down.

So Brothers, don't have us drag you along, come to Division and help us in our good work and you may make our committee rush our grievance through. Carnegie, Pa. B. MALONEY.

Editor Railway Conductor:

While many Divisions cut out some of their meetings this hot weather, No. 1 does her usual amount of business, initiates and cares for her needy. Of course the attendance is diminished, but don't worry, Brother Chief, it is no reflection on your administration. It is funny how these young guys talk of "my administration." I suppose they got the idea at Memphis. They will all get wise to the fact that there is such a thing as the administration, yet there is a stronger thing—the boys at home.

Our Third Vice-President was out at the last meeting of No. 1 and gave us a good little talk, but as I had read the homily of Brother Tignor of Richmond, Va., before the meeting I lit a fresh cigar (by the way, the candidate we initiated had a box of good ones for the boys) and looked out over the lake and enjoyed the cool breeze more than the Third Vice's homily. One little item in his remarks did catch me, and it seems queer to me some of our southern correspondents have not put it on record. This day and age publicity of the truth seems to be desired. It was a rule of the late Samuel Spencer not to allow a flagman to ride in his car when he was out on the road, and at the time he met his death the flagman was riding in the sleeper ahead and had to get out on a bridge or trestle in order to get back—perhaps had he been where the rules require Mr. Spencer might have been alive today. The latest, the P. M. at Salem, Michigan, is now being investigated by the proper parties and as they had no block system we are watching to see what will be the outcome. I have watched very carefully for the editorial comments in the public press and they seem to be against the company with but very few exceptions and they

point to stripes for our fellow craftsmen. It may be a dream I had, but it seems to me the Order may have to install a legal department. And if it does it can be made a very able adjunct to the Order, in many ways. The reading of the report of the expert who audited the Grand Secretary's office was given close attention by No. 1. Just realize what the O. R. C. is today financially. I see in one of our contemporaries where they referred to the million dollar conductors' organization. Well, figures don't lie. The Grand Division assets \$1,110,000.00. Those of us who have seen this Order grow from practically nothing to over a million must fully appreciate and realize what it means. The Insurance Department we all are proud of. The C. D. Baker plan of assessment has proven a success. Will our Insurance Committee be able to cut the premium \$2 per \$1,000 in 1908? Seems as though it could be done. The amount of money spent for committee work looks as though some protection had been given our members or else the committees have exploited us. The poor showing of the monthly we will have to let the administration account for and devise means for a better showing. The cost of the Grand Division (as Brother Baker wrote 20 cents per member so I do not care) is something we can very much improve upon. It is due the Order of Railway Conductors that the citizens of the city of Cedar Rapids give us a suitable building for our home general offices and a place where we can hold our Grand Divisions. We must adopt District Representation. One delegate for every 1000 members and divided so at least three Divisions will be represented in the 1000. This will cut your Grand Division down to about the size of the body in Boston in 1884. Your Grand Chief or President won't have to say 38 times in an hour as at Memphis, "Will the Grand Division be in order?". Of your 500 odd delegates only about 40 appear to have shown upon the record, yet the rest sneezed when they took a pinch. The business would be done better and quicker and the expense enough less to double our pension fund and relieve the unfortunate or let the money remain in the pockets of our members. As far as the social feature is concerned 20 cents per member as C. D. B. wrote, cuts no ice. Excursions can be run, union meetings held and other means adopted. Take No. 1's Annual Dinner and its results only last Sunday and that's the fifth request I have heard in No. 1 in the past year and a half. Three conductors wanted. Well, we happened to have the men and they have gone to fill the places. Never heard of such from the pleasure trips of the Grand Division. Some

Brother says, "Do you think No. 1 would give up her representation in the Grand Division?" Well; I have put this to several and they say if we have District Representation and some Division which was connected with No. 1 in the allotment could present a more able man than No. 1, they would say yes. We have got to progress with the age. Now as far as the political side to District Representation and our present administration. We, the Order, have been to the expense of educating our Grand Officers—what they are we have made them, and as long as they make good the chances are they will not be changed by our acts. The plan of District Representation means, as I figure it out in round numbers, approximately \$100,000.00 per year saving to the Order and its members and more expeditious work done for the good of all. I would suggest to our members, of whom I might mention several, who give and have given in the past a deep study to the things that are for the good and welfare of the Order, that they read that auditor's report and see if the idea I have offered is not well worth considering.

MURAT.

Chicago, Ill.

Editor Railway Conductor:

What is the matter with the "Kickers' Club"? Our blueblooded Brother from Old Virginia fully explains that all cannot ride in the bandwagon and I will add, if all were "belled-wethers" there would be none left to "follow the trail." So calm down, Brothers, lots of good legislation was accomplished at Memphis, even if it was a record breaker for time and expense. My personal observation is that it was not the "many" that consumed the unnecessary time of the session—true it was a large body, and a few "fresh" from the school of oratory, thirsting for information and personal privilege, tactics, added time to the session and caused the fiddlers' bill to run so high. Agreeing with Brother Hasey on his double-header ideas, I am compelled to take issue with him on "the war-weapon" (Section 82). It would have saved the day at the Chicago settlement. Section 82, when ratified by a referendum vote, will legalize for "The Grandest Organization on Earth" power to do things, the knowledge of which by contending officials will prevent its use. It will enable Brother Murat's General Committee to get him that much desired "wampum."

Again Brother Hasey is wrong; it was not an administration measure, but opposed by the President, at least half the session, until its necessity was made apparent. The word concrete, as used

by Brother Curtis, did not necessarily mean "a merger" of the two organizations, but referred to the added strength of all the General Chairmen in a district making a uniform demand as compared to one at a time as heretofore. With Section 82 as a law we don't have to ask the B. R. T. to help us if they don't see fit to offer. Let's have it.

Shake, Brother Murat; let's elect our Jurisprudence Committee, but your pet ideas of District Representation and Quadriennial Sessions are a long way in the future, *if at all*. It had no strength at Memphis. As to Quadriennial Sessions, four years at this progressive age develops too many different conditions needing legislation to best serve all interests of an organization as progressive as the Order of Railway Conductors of America.

"Ye Scribe" of Division No. 71 has been too busy with rheumatism and initiations, to do any writing for THE CONDUCTOR. This year our record for the first six months is eighteen "Dinkey rides" and two received by transfer, with more counties to hear from.

Columbus, Ga. GEE. UU. CEE.

Editor Railway Conductor:

Commodore had his say in the last issue of THE CONDUCTOR and he made one of his grand stand plays; but why should he not do so? He has been appointed health officer of the city of Springfield, with nothing to do but draw his salary.

Division 206 is doing well and the reason that the attendance is not as good as it should be is because the members are busy and when they get home they are compelled to take rest, but nevertheless they are all (as far as I know) good and loyal members of the Order. The Commodore don't mention any of the good qualities of our local Division, but takes up all his space with the Jack Rabbit and the orator from the south, and speaks highly of the editor. Now, being in the great capital city of Springfield, why don't he (having lots of time) get subscribers for our CONDUCTOR among the hotels and politicians, for he has a pull, and by just saying the word another subscriber will be added to the list, for he has no such hardship as the active members who follow the vocation of conductor and who are looking out for their Brothers' interests on the several railroads that center in the capital city of Illinois. The action of the Grand Division was very satisfactory to our members on the whole, and I think, and almost know, that it was satisfactory with a large majority of all the members of the Order. As far as the President is

concerned, "he is all right," and the O. R. C. members throughout the land will stand by him to a man. Several of our members, who were suspended from our local Division on account of conditions over which they had no control, are taking steps to get back into the fold and will make good loyal members. In the Wabash passenger service on the Springfield division, Brothers Whitley and Schmitt are taking a vacation, and Brothers Lepper and Kiser are taking their places.

The old war horse, Brother Geo. Hough (who, by the way, has been with the Wabash for over fifty years is on his run, making every day and keeping up his end in good shape.

With the 2 cent per mile rate it keeps us all busy. It is a very hard matter to keep a supply of experienced train men, and cabooses have been laid up several times of late on account of shortage of train men.

Now, Commodore, get out of the band wagon for a while and give your seat to some other Brother who has not had a seat, but who has followed the wagon for many years. Do the right thing and you will have a clear conscience. You do the walking while some other Brother rides. [Seems to have it in for you, Commodore—what you been doin' to him?—Ep.] X. I. X.

Springfield, Ill.

Editor Railway Conductor:

Not seeing anything from Division 324 for some time I am taking the liberty of writing a short letter. I do not suppose it will be of interest to some of the Brothers, but I cannot let the opportunity pass without giving an account of one pleasant evening spent while attending the Grand Division at Memphis.

The writer and his wife left Bluefield April 24th, so as to be in Memphis by May 14th. We stopped at Charleston, W. Va., Columbus and Cincinnati, Ohio, Louisville and Hopkinsville, Ky., and arrived in Memphis a few days before the Grand Division met. On our trip we met many O. R. C. Brothers, all royal good fellows, but oh, the bunch we met in Memphis: Brother John Oty, of Pittsburg, Pa., jolly Bob Foulon of Philadelphia, the man whom the ladies pinned roses on before he had been in Hot Springs thirty minutes. It took me back to the days when I was a brakeman on the Pittsburg division of the P. R. R. Brother C. Heck, of 324, also an old conductor of the Pittsburg division of the P. R. R. Brothers Oty, Haas, Foulon, and myself took a trip to Hot Springs over the Iron Mountain Route. We enjoyed the trip highly as we were on one of their fast trains. Left Mem-

phis at 9 a. m., arrived Hot Springs at 7:45 p. m.; 183 miles. Brother Oty insisted on smoking cigarettes and as the balance of the party did not use them he had to ride most of the way in the smoker. The next day Brother Oty had his picture taken, thinking his wife would never know. (Pgh. boys ask him about it.)

While in Hot Springs Mrs. Conlisk, Mrs. Bondurant and Mrs. McCullough came over to Hot Springs, and it was our pleasure to attend a reception given by Brother B. Cobb and his charming wife at their beautiful home, 306 E. Grand Ave., in honor of their guest, Mrs. A. F. Conlisk, Grand Vice-President of L. A. to O. R. C. of America, Canada and Mexico.

The parlor, reception hall and dining room were decorated with flowers and the colors of our Order, red, green and white. Refreshments were served in the same colors.

Those present were: Mr. H. E. Martin, wife and daughter, Superintendent Hot Springs Western R. R., Mr. Fred Gregory and wife, General Freight Agent Hot Springs Western R. R.

This was one of the many pleasant evenings spent on this trip. Brother Cobb runs on the Hot Springs Western R. R., from Hot Springs to Benton, Ark., and the presence of his Superintendent and General Freight Agent attest his popularity with the company.

He is a jolly good fellow and a true, loyal O. R. C. man. Brothers, when you go that way shake hands with him; it will do you good. R. H. McC.

Roanoke, Va.

Editor Railway Conductor:

Old Division 111, never has much to say in our valuable journal because our time is fully occupied reading what the thousands of Brothers write from other Divisions. However, we have a writeup of such vast importance to every Brother in America, that the writer deems it quite necessary that every Brother should have an opportunity of reading us in the columns of THE CONDUCTOR. We wish to present for your consideration the case of Brother Mark Hamble, of Division 111, against the A. T. & S. F. Ry., for damages for loss of leg in a rear end collision caused by the above company October 2nd, 1903.

The facts are—A United States Circuit Judge in this city granted a non suit on the grounds that Brother Hamble could not recover damages against the A. T. & S. F. Ry. because the crew of the Santa Fe train took orders from the

S. P. Co's. train 'dispatcher: Therefore, becoming co-employees of the S. P. Co.

The S. P. Co. owns the track from Mojave to Bakersfield, Calif., and by an agreement the Santa Fe operates its trains over this track, taking orders from the S. P. Co. as to such movement of such trains.

Brother Hamble was performing his duty as conductor in charge of an S. P. Co. train and was injured by the Santa Fe train running into the rear end of his train. There was no question that the Santa Fe Company were guilty of gross negligence in disregarding block signals, torpedoes, fuses, and flagman.

The above ruling by the Circuit Judge of this city: and the question involved has never been decided by any appellate court, but has been decided by some state courts. The only ruling, (except the one Judge Welborn made) in this non suit was made by Judge Phillips, of Missouri (a district judge), in two cases.

We have the opinion of prominent attorneys, that if this case is appealed, the decision can be reversed. All railroad employees on track used jointly, are vitally interested in this, and Division 111 proposes to appeal this case and get a decision from a higher court.

This case appeals to every man of sense of justice strongly, and especially to all Brothers, any of whom may be placed in similar circumstances, as this decision covers all tracks operated in the United States.

Division 111 will keep you informed through the columns of THE CONDUCTOR with a full and complete report of the history and final verdict in this test case.

‘BROTHERHOOD.

The crest and crowning of all good,
Life's final star is Brotherhood:
For it will bring again to earth
The long lost poesy and mirth:
Will send new life on every face,
A kindly power upon the race,
And till it comes we men are slaves
And travel downward to the dust of graves.
Come, clear the way, then, clear the way,
Blind creeds and kings have had their day;
Break the dead branches from the path:
Our hope is in the aftermath—
Our hope is in heroic men,
Star-led to build the world again,
To this event the ages ran:
Make way for Brotherhood—make way
for men.

A. F. GEORGE.

Los Angeles, Calif.

LEGAL

Legal Decisions of Interest to Railroad Men.

Prepared for The Railway Conductor by COLIN P. CAMPBELL, Grand Rapids, Mich.

Duty of Carrier in Announcing Station— Stop Before Station—Carrier Injured While Alighting.

The court said: "This is the second appearance of this case here. Upon the first trial of it in the circuit court a verdict was directed and plaintiff appealed, and this court held that the plaintiff's testimony, if true, made out liability against the defendant, and that the case should be submitted to a jury under proper instructions. *Davis v. Railway*, 75 Ark. 165, 86 S. W. 995. The second trial resulted in a verdict in favor of plaintiff for the sum of \$800, and the railroad has appealed from a judgment rendered thereon. The testimony may be found stated in the former opinion. The evidence was practically the same upon this trial. The appellant questions the correctness of the court's instructions.

1. The principal attack is made on the first instruction which is as follows: 'The court instructs the jury that if they find from a preponderance of the evidence that the plaintiff was injured and that such injury was caused by the running of defendant's train, then you are instructed that this is prima facie evidence of negligence upon the part of the defendant.' Appellant argues that this instruction is only proper when the negligence of the company is a failure to obey the lookout statute. Section 6607, Kirby's Dig. But counsel are in error in this, for it has been held that under Section 6773, Kirby's Dig., plac-

ing responsibility upon railroads where injury is done to persons or property by the running of trains, that a prima facie case of negligence is made out against the company operating the train by the proof of such injury. *Barringer v. Railway Co.*, 73 Ark. 548, 85 S. W. 94, 87 S. W. 814. *Railway Co. v. Standifer* (Ark.) 99 S. W. 81. It is argued that the *Barringer* case was where injury was caused by the sudden jerk of the train, and therefore it may have been an injury caused by the running of the train, whereas the injury here was caused by the failure to warn *Davis* that the stop was a temporary one before the town of Ashdown was reached. The testimony of *Davis* is that the station of Ashdown was called in the usual way, and that shortly afterwards the train came to a full stop, and that he was a stranger and unfamiliar with the place, and thought that it was the regular stop for Ashdown, and he started to get off, and just as he was in the act of alighting the train started, and threw him against the side of it and injured him. There were two concurring causes which produced his injuries, if his testimony is true—the failure to warn him that the stop was a temporary one which led him to debark from the train at this place; and, second, the movement of the train when he was in the act of alighting at the place where he had been impliedly invited to alight. The immediate cause of the injury was the movement of the train, and it was proper to apply the

prima facie presumption resting upon the company arising from injury resulting from the movement of the train. The burden of proof was upon the plaintiff to prove failure to warn him of the temporary stop. That was a sharply contested issue before the jury, and the court in the fourth instruction properly put the burden of proof upon him upon this issue."

Appellant criticizes the third instruction, which reads as follows:

"(3) The court instructs the jury that railway carriers of passengers must be extremely careful not to mislead their passengers into the belief that the halting of the train at a station is meant as an invitation to them to alight when it is not so intended; and, if the conduct of the servants engaged in the management of the train is such as may reasonably produce that impression, and the passenger so understands it, and in the attempt to leave the coach at a place where no facilities are provided for his doing so, and whilst in the exercise of due care and diligence in doing so, he is injured, the company will be liable."

The court said this is a copy of the statement in *Hutchinson Carriers* which has been quoted approvingly by this court. The fifth and sixth instructions are criticised also. They are as follows:

"(5) The court instructs the jury that, if the plaintiff was a passenger on said train for Ashdown, then it became and was the duty of the defendant to cause its said train to stop at Ashdown, and to remain at a standstill a reasonable length of time sufficient to enable the plaintiff in the exercise of ordinary care and diligence to alight therefrom, and if they stopped such train short of said station, under circumstances which reasonably induced the plaintiff to believe that this was his station and the

proper place to alight, and if plaintiff, without any negligence on his part attempted to alight, using ordinary care and diligence in such attempt, and that, before he had been given a reasonable opportunity to alight, the servants of defendant, without any warning being given, caused such train to start and thereby plaintiff was thrown down and injured as alleged, then plaintiff is entitled to recover.

"(6) A reasonable length of time in which passengers should alight is such time as a person of ordinary care and prudence under the circumstances should be allowed to take. It is the duty of the carrier in determining what is a reasonable length of time to take into consideration any special condition peculiar to any passenger, if known, and to the surroundings, and to give a reasonable time under the existing circumstances, as they are known by its servants, for the passenger to get off or on its train."

The court said: "They are not happy expressions of the true issue of the case. But the court is unable to see that they could in any way be prejudicial. The court attempted to place before the jury the rights that a passenger would have if the station of Ashdown had been reached, on the theory that Davis had a right to presume that the train had reached Ashdown when this temporary stop was made. To that extent the instructions are right, but they contain general propositions about the duty of the company after the train reached Ashdown that were unnecessary to the issue. But they are correct abstract statements of the law, and could not influence the jury to the detriment of the appellant, as they went to no matter which was the issue between the parties." *Kansas City Southern R. Co. v. Davis*, (Ark.) 103 S. W. Rep. 605.



FORUM OF STANDARD TRAIN RULES

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

A CORRECTION.

In the July CONDUCTOR page 589, our answer to example D should be "Yes;" also in example "I" the leaving time should be 12:15 a. m. instead of 12:15 p. m.

EDITOR FORUM—Please give us your opinion in the next issue of THE CONDUCTOR. Use of main tracks within yard limits. Trains are operated by block signal system. Special instructions in time table read as follows: "It will not be necessary for any engine or train occupying main tracks within such limits to be protected, except when on the time of a first-class train." The question is, extra west, Eng. 523, arrives at Hattiesburg and is inside of yard limits and has two cars to leave on east side. In order to leave the cars they have to cross over onto the east bound track. There is no first-class train due. Have they any right to use east bound track without being protected? Book of rules states as follows: "Rule 99E. Before a train crosses over to, or obstructs, the other track, unless otherwise provided, it must be protected on that track." We are informed by the superintendent that a train is not protected by block system.

Fishkill, N. Y.

ANSWER—When a track is protected by signals a train crossing over to do work must be protected by flag whether a first class train is due or not. There are several good reasons for this but the principal one is that an approaching train might have passed the signal, which is operated by the crossover, before the crossover is set, when trains are working in yards on their own track there is no danger of this and all but first-class trains must expect to find trains occupying the main track within

yard limits. Should a train stop outside of yard limits it must be protected by flag the same as through no block signals were in use. "Unless otherwise provided" generally refers to train orders but not always and is very indefinite.

EDITOR FORUM—Have had a number of arguments as to who will take siding at B on the following orders:

Order No. 1.

Extra 125 will meet No. 76, Eng. 721, at A. No 76 will take siding.

Order No. 2.

Extra 125 will meet No. 76, Eng. 721, at B instead of A.

The argument is, does that part of order No. 1 which says No. 76 will take siding still hold good at B.

A MEMBER.

ANSWER—If after order No. 1 had been given order No. 2 should be sent reading, "extra 125 will side track instead of No. 76," would it supersede the meeting point named in the order? If not, then there must be two movements in order No. 1 and an order superseding one of the movements certainly does not supersede the other.

Our answer is that No. 76 must side track at B unless your officials rule otherwise, as the rules provide that an order or part of an order may be superseded.

We suggest that on roads where no ruling has been made on this point that trainmen take the question up with the proper officer for a ruling as this point is very important.

EDITOR FORUM—Will you kindly give me your opinion on the following: Train No. 6 runs from A to X. On arriving at C receives order reading: "C. & E. No. 6 & Eng. 681. No. 6, Eng. 641, dis-

play signals C to X for Eng. 681." Should the clearance given to first No. 6 leaving C read "I have no further orders, etc." or "I have no orders, etc.", the order board at C being out when first No. 6 leaves? The point brought up was that if the second named form of clearance was issued it was not proper for the reason that the operator delivered to No. 6 the order named, and that as first No. 6, the conductor still had the order while his clearance stated that the operator had no orders for him.

Houghton, Mich. H. M. STEFFEN.

ANSWER—At points where trains get an order with a clearance card, the clearance card should read "no further" instead of "no" orders.

The standard form of clearance card should provide a blank space to show the numbers of all orders received at that point as this information is specially valuable in connection with the use of "19" orders. We cannot understand why the train rules committee of the A. R. A. have not adopted such a card, as there is no valid objection to it, and there is a good reason why it should be used.

EDITOR FORUM—Please give your opinion on the following: Eng. 1807 will run extra A to Z. On arrival at E you receive the following order: Eng. 1806 will work extra between E and G 7 a. m. to 7 p. m. Can I enter limits on 1806 without a flag or further orders on work extra 1806, or is this a lap order? I claim that extra 1807 has no right to enter limits of extra work 1806. The rules say no two extras will be allowed in same limits without provision for a meeting or passing point. It don't say that this rule only applies to train dispatchers. GEO. ERBLAND.

Marceline, Mo.

ANSWER—We infer from your question that you are working under the old form H arrangement and if so you should not enter the limits without further orders against the work train. If the work train cannot be reached with orders to make a meeting point, extra 1807 should be given an order reading "Extra 1807 will protect against work extra 1806 between E and G." Under the new Form H which was adopted last year, work train extras must protect against other extras at all times unless

directed not to protect, and whenever extra trains are run over working limits, they must be given a copy of the order sent to the work extra. Should the working order instruct a work extra to not protect against extra trains in one or both directions, extra trains must protect, as prescribed by Rule 99, against the work extra; if the order indicates that the work extra is protecting itself against other trains, they will run expecting to find the work extra protecting itself.

EDITOR FORUM—Please give your ruling on following:

Scheduled meeting point for Nos. 64 and 63 is at D. First 63 has no orders on No. 64 but is expected to make D on time table rights for 64. Second 63 receives order out of A—terminal—giving them right over 64 A to D. Second 63 overtakes 1st 63 at C on the siding for 64 as they could not make D to clear time of 64. C is a blind siding and 64 is a superior train. Can second 63 leave C or has 64 right to proceed until they meet first 63? C. M. D.

Lima, Ohio.

ANSWER—The declaration of the committee which gave us the explanation to form C, is that it is simply to reverse the rights of trains, and we believe this to be a correct statement of the scope of a form C order. This being the case we must consider No. 64 as being in the same position in this case as No. 63 would be if they held right over first 64 D to H. Would No. 63 holding right over first 64 D to H require orders against second 64 before they meet first 64? Second 64 in this case is superior to No. 63. In the case cited by our correspondent No. 64 is superior to first 63 and inferior to second 63. In the other case No. 63 is superior to first 64 and inferior to second 64. The rules guarantee the consecutive order of sections which makes it safe for No. 63 to proceed against second 64 (a superior train) until they meet first 64 when they must immediately get clear for second 64. So in the case our correspondent cites No. 64 may proceed until they meet first 63 as 64 is superior to first 63 and when they meet them they must get clear for second 63 which is superior to No. 64. Second 63 cannot use this superiority ahead of the signals carried by first 63.



OFFICIAL CHANGES

George A. Brown has been appointed superintendent of the Western Pacific at Stockton, Cal.

H. E. Rittenhouse has been appointed trainmaster of the Kanawha & Michigan at Dickenson, W. Va.

W. E. Langley has been appointed trainmaster of the Houston & Texas Central at Houston, Tex.

F. H. McGuigan, who was chosen first vice-president of the great Northern in March last, has resigned.

P. A. Hommel has been appointed superintendent of the Parral & Durango, with office at Parral, Chih., Mex.

T. E. Coyle, assistant trainmaster of the Northern Pacific at Tacoma, Wash., has been appointed trainmaster at that point.

Samuel J. Kearns has been appointed assistant superintendent of the western division of the New York Central & Hudson River.

F. C. Mayo has been appointed assistant superintendent of the St. Johnsbury & Lake Champlain, with office at St. Johnsbury, Vt.

F. W. Allen has been appointed superintendent of the Buffalo division of the Buffalo & Susquehanna, with headquarters at Galeton, Pa.

J. T. Arundel, division superintendent of the Canadian Pacific at Winnipeg, Man., has been transferred to Vancouver, B. C., in a similar capacity.

Patrick Owens, a passenger conductor on the Kansas City Southern, has been appointed trainmaster of the Trinity & Brazos Valley at Teague, Tex.

J. D. Brennan, trainmaster of the Illinois Central at Carbondale, Ill., has been transferred to Champaign, Ill., in a similar capacity. George W. Berry succeeds Mr. Brennan at Carbondale, and Charles W. Shaw has been appointed trainmaster at East St. Louis, Ill., in place of Mr. Berry.

E. W. Thompson has been appointed trainmaster of the Interoceanic of Mexico at Puebla, Mex.

W. H. Linton has been appointed superintendent of terminals at Little Rock for St. L. & M. S.

Harry E. Dickinson has been appointed trainmaster of the Chicago & Northwestern at Watertown, S. D.

Thomas Jamison has been appointed trainmaster of the Somerset & Cambria branch of the Baltimore & Ohio.

Charles W. Kates, auditor of the Escanaba & Lake Superior, has been appointed superintendent with headquarters at Wells, Mich.

A. L. Clements, agent of the Canadian Pacific at Grand Forks, B. C., has been appointed superintendent of terminals at Vancouver, B. C.

A. J. Stone, heretofore assistant general manager of the Erie, has been appointed general superintendent, with office at Jersey City, N. J.,

J. C. Stam has been appointed trainmaster of the Alabama & Vicksburg, and C. W. Gable trainmaster of the Vicksburg, Shreveport & Pacific.

H. H. Griffiths, superintendent of the Western Pacific at Stockton, Cal., has been appointed general manager of the Boca & Loyalton, with office at Loyalton, Cal.

G. H. Folger, heretofore superintendent of the terminal division of the Boston & Maine, has been appointed assistant general superintendent, with office at Boston, Mass.

George A. Clarke, vice-president and general manager of the Colorado Southern, New Orleans & Pacific, has been appointed vice-president and general manager of the New Orleans and Texas divisions of the St. Louis & San Francisco, which has absorbed the Colorado Southern, New Orleans & Pacific, the Beaumont, Sour Lake & Western and the Orange & Northwestern.

W. B. Causey, engineer of maintenance of way of the Chicago & Alton, has been appointed superintendent of the eastern division, with headquarters at Bloomington.

George S. Waide, assistant division superintendent of the Galveston, Harrisburg & San Antonio at El Paso, Tex., has been appointed acting division superintendent at that point.

W. M. Gleason has been appointed assistant superintendent of the Oregon Railroad & Navigation Company at Starbuck, Wash., to succeed L. F. Pennington, assigned to other duties.

J. E. Hutchinson, heretofore division superintendent of the St. Louis & San Francisco at Ft. Scott, Kan., has been appointed general superintendent of the first district, with headquarters at Springfield, Mo.

W. M. Hauser, chief clerk in the office of the general manager of the Wabash lines east of Toledo, has been appointed assistant general manager of the Pacific & Idaho Northern, with headquarters at Weiser, Idaho.

W. B. Allen has been appointed trainmaster of the Chicago, Cincinnati & Louisville at Peru, Ind. E. C. Murphy has been appointed superintendent of telegraph and chief train dispatcher, with office at Peru.

S. B. Zartman, heretofore trainmaster of the Seaboard Air Line at Jacksonville, Fla., has been appointed superintendent of terminals at that point. E. R. Teague succeeds Mr. Zartman as trainmaster at Jacksonville.

C. T. Dike, resident engineer of the Chicago & Northwestern at Pierre, S. D., in charge of the construction of the Pierre, Rapid City & Northwestern, has been appointed superintendent of that division, with headquarters at Pierre.

James A. Morrison, trainmaster of the Louisville & Nashville at Birmingham, Ala., has been appointed assistant superintendent of the Birmingham Mineral division, the Alabama Mineral division and the South & North Alabama Railroad, with headquarters at Birmingham, Ala.

Andrew Gibson, heretofore division superintendent of the Northern Pacific at Missoula, Mont., has been appointed superintendent, in charge of the timber preservation and tie treating plants, which are located at Brainerd, Minn., and Paradise, Mont. F. E. Willard, trainmaster at Tacoma, Wash., succeeds Mr. Gibson at Missoula.

G. M. Samuel, trainmaster of the Southern Railway at Tuscumbia, Ala., has been appointed superintendent of the Memphis Warehouse Terminal Railway at Memphis, Tenn.

D. Burkhalter, superintendent of the San Joaquin division of the Southern Pacific, has been transferred to the superintendency of the Sacramento division, with office at Sacramento, Cal.

M. E. Welch, heretofore assistant trainmaster on the Rochester division of the New York Central & Hudson River, has been appointed trainmaster of the Buffalo division at Buffalo, N. Y.

A. F. Brewer, heretofore superintendent of car service of the Colorado & Southern, has been appointed superintendent of transportation of the Denver & Rio Grande, with headquarters at Denver, Colo.

O. Rickert, heretofore division engineer of maintenance of way of the Baltimore & Ohio at Grafton, W. Va., has been appointed superintendent of the Wheeling division, with headquarters at Wheeling, W. Va.

Thomas C. Powell, vice-president of the Southern Railway, has been elected vice-president of the Cincinnati, New Orleans & Texas Pacific and the Alabama Great Southern, with office in the Ingalls Building, Cincinnati, O.

F. Kestler, heretofore assistant division superintendent of the Louisville & Nashville at Birmingham, Ala., has been appointed general superintendent of the Birmingham Southern, with headquarters at Birmingham.

J. A. Baumgardner, local freight agent of the Southern at Jacksonville, Fla., has been appointed division superintendent of that road and superintendent of St. Johns River Terminal Company, with office at Jacksonville, Fla.

E. R. Walter, division superintendent of the Mexican Central at Saltillo, Mex., has been transferred to the superintendency of the Chihuahua division, with office at Chihuahua, Mex. S. J. Ross succeeds Mr. Walter as superintendent of the Coahuila & Pacific division at Saltillo, Mex.

F. T. Bowles has been appointed superintendent of terminals of the first division of the Atlantic Coast Line, with office at Rocky Mount, N. C. The headquarters of W. B. Darrow, superintendent of transportation of the first division, are at Rocky Mount. R. C. Westcott has been appointed trainmaster of the Richmond district at Richmond, Va.

MENTIONS

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Brother C. F. Williams, Division 49, Moberly, Mo., has been appointed night yardmaster for the Wabash at Moberly, Mo.

Anyone knowing the whereabouts of Frank Cox, a member of Division 85, will kindly notify E. A. Pinney, Winslow, Ariz.

Mr. and Mrs. C. E. Hyde announce the birth of their daughter Julia Fay, August 20th, 1907, 10:30 a. m. Weight 9½ pounds. Port Tampa City, Fla.

Glad to note that Brother W. H. Saunders of Division 59, has been appointed general yardmaster Little Rock Terminal for St. L., M. & S.

Anyone knowing the whereabouts of A. F. Atwood, formerly a member of Division 290, Paducah, Ky., will kindly communicate with his wife, 511 Adams Street, Paducah, Ky.

We have received from the W. B. Koch Music Co., of Sunbury, Pa., some music which looks good to us. Brother Koch is a member of the Order and those who are moved by the "concord of sweet sounds" can be accommodated at his emporium.

We are pleased to note that Brother R. L. Daniel of Division 291, has embarked in the furniture business in El Paso, Texas, 312 E. Overland St. If any of the Brothers in that locality need furniture, a housekeeping outfit or a baby buggy, we feel sure that Brother Daniel will make you bed rock prices.

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Glad to note the appointment of W. B. Morledge as trainmaster for the Colorado & Southern Railway for northern division.

Glad to note that Brother A. E. Hawkins has been appointed district trainmaster for the Southern Pacific Co. (Pacific System) at Tracy, Calif.

Glad to note the appointment of Brother E. W. McCann as general yardmaster for the Chicago, Cincinnati & Louisville Ry., at Cincinnati, Ohio.

The Farmers' Union of Georgia, with a membership of 80,000 has gone on record as being opposed to plans for bringing foreign immigrants into the south.

Brother G. F. Lawrence writes he has lost his O. R. C. receipts for 1907, also some for K. P., Elks, B. R. T., B. & O. pass, and Y. M. C. A. card, for Chicago, Ohio. He wishes them returned to him care Y. M. C. A., Chicago, Ohio.

We note that Brother W. H. Silcox of Division 159 is now running a hotel and restaurant in Oregon City, Oregon—Brunswick Hotel and Restaurant. Call on him when you go to Oregon City and see if he runs a hotel as well as he did a train.

We note by a letter from Brother C. A. Wilson that after 14 years' service as conductor on the Southern Indiana Railroad, he was on July 1st, appointed trainmaster for the road with headquarters at Terre Haute, Ind. Brother Wilson has the hearty congratulations of THE CONDUCTOR.

The Strike of the Commercial Telegraphers.

The telegrapher's strike which is now general throughout the country constitutes a revolt on the part of the Commercial Telegraphers' Union against employment conditions which have long since become intolerable to its members. Excessively long hours of service and miserably inadequate wages constitute the principal grievances for the adjustment of which the commercial telegraph operators are now striking.

The officers of the union did everything possible to avert trouble, but the persistent arrogance of the companies and the flagrant violation of agreements entered in the settlement of recent local differences left no other course open to them but to declare a strike. By their action these haughty monopolies proclaim that in their opinion workmen should have no voice in the establishment of conditions under which they sell their labor, and that they should be content with such as the employer may regard as suitable. They absolutely refuse to recognize the union as a factor in the present trouble, or to meet or treat with its officers in any way. Such an attitude of stubbornness and bitter antagonism on their part is but a demonstration of a realization on their part that the union is the only effective medium through which their employes can enforce fair treatment. All advances with a view to a settlement made by National Commissioner of Labor Neill and others the companies have met the conventional response of "nothing to arbitrate." This they seem to have adopted as their slogan in the present difficulty. They profess perfect satisfaction with the situation and declare that their business is going on as usual, but it is not quite clear how they can reconcile such a statement with the fact that by far the greater number of what messages they are receiving are being sent by special delivery mail and long distance telephone, and with the further fact that commercial bodies throughout the country are appealing to President Roosevelt to interfere with a view to settling the strike.

How, at the present cost of the necessities of life, the telegraph companies can expect a man and his family to live on from \$40 to \$60 a month is inconceivable. It would seem, however, that to them it is not a question as to whether or not their employes can live on such wages—it is purely a matter of getting their services as cheaply as possible. Press reports state that the wages of commercial telegraph operators range from \$25 to \$75 per month. They fail to explain, however, that the instances in which they have been receiving more

than \$50 per month are few and far between.

One of the chief concessions sought by the telegraphers in their strike is an eight-hour day, and in their efforts for its establishment they are doing their part in the fight for the emancipation of labor in general from the burden of unreasonably lengthy hours of employment. Notwithstanding the various proclamations of the employing companies to the effect that they are perfectly satisfied with the situation, etc., they are resorting to every expedient to induce men to return to work from amongst the strikers. As a matter of fact, owing to the lack of confidence on the part of business men and others in the capability of the scabs to handle their messages the telegraph companies are doing but little or no business and their statements to the contrary, together with their assumed complacent exterior, is but a stupendous "bluff." It is known that they are paying their scabs unusually large wages as an inducement to them to remain in their service. It is also known that in some instances the strike breakers themselves demanded increased compensation, which was promptly granted. Notwithstanding this, however, they are dissatisfied and in some cases are quitting the service of the companies, latest reports being to the effect that twenty-five have gone out in New York and twenty in Chicago. Some of these miserable avaricious wretches are in many instances working without rest beyond the limit of human endurance.

Order of Railroad Telegraphers.

The Order of Railroad Telegraphers is closely allied with the Commercial Telegraphers' Union and in the present trouble it is rendering that organization every possible aid that it can consistently extend.

Both the Order of Railroad Telegraphers and the Commercial Telegraphers' Union are, however, strenuously opposed to members of the Order of Railroad Telegraphers in railway service, who are working under contracts or agreements with their companies, doing anything that would be a violation of such contract of agreement, is as evidenced by the following general communications which have been issued from the headquarters of both organizations:

FROM THE GRAND SECRETARY AND TREASURER ORDER OF RAILROAD TELEGRAPHERS.

St. Louis, Aug. 13.
All Members O. R. T.:

Am informed message purporting to have been signed by me is being sent over railroad wires instructing railroad telegraphers to refuse to handle Western

Union business. That message is a fake. Pay no attention to messages of that character. You are requested to strictly observe your agreement with the railroad company. You should perform the same duties now that you did before the commercial telegraphers' strike occurred, nothing more, nothing less. Telegraphers at junction points are requested to furnish a copy of this message to other lines.

L. W. QUICK.

Grand Secretary and Treasurer.

Labor organizations in New York State have a membership of more than one-fourth of the total number of votes. The aggregate membership of the 2459 unions is 414,718 including 12,515 women members.

An Attractive Offer.

The National Home Journal 1 year \$1.00
THE RAILWAY CONDUCTOR 1 year.. 1.00
The Rubaiyot of the Roses50

\$2.50

All for.....\$1.00

The National Home Journal is an attractive monthly magazine like Collier's, Saturday Evening Post, Success, etc., printed in the very highest art of the printer, filled with elegant pictures and good wholesome reading. Rubaiyot of the Roses is an exquisitely beautiful little book—an original optimistic poem and worth the price we ask for all. It's a beautiful little present for almost any occasion.

The following Division cards have been lost or stolen. If presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV.
14235.....	J. German.....	48
12388.....	E. S. Lowther.....	81
20185.....	T. A. Worrill.....	98
16955.....	P. O'Brien.....	111
1339.....	Lee Seitz.....	118
17302.....	D. B. Robbins.....	156
1423.....	C. A. Hardwick.....	207
17400.....	L. Sentiff.....	207
5785.....	J. M. Earheart.....	243
5105.....	F. F. Clark.....	247
11166.....	C. K. Thomas.....	251
2236.....	W. C. Ellenwood.....	261
14971.....	E. W. Meacham.....	264
15911.....	N. Niles.....	285
16586.....	S. H. Peters.....	292
15524.....	J. C. Wood.....	313
11422.....	E. C. Sundstrom.....	316
18617.....	J. A. Gordin.....	390
14483.....	T. G. Harrell.....	428
15147.....	R. Ramsey.....	432
2961.....	F. J. Beatty.....	438
4017.....	E. T. Haggin.....	470
19372.....	E. A. Rowe.....	496

Of Special Interest to Women.

It is doubtful if any other newspaper in the United States offers so much that is of interest to women and of value in the home as does the Chicago Record-Herald. In the daily issues are to be found a daily pattern guide for home dressmaking, the daily bill of fare, chatty society news and Mme. Qui Vive's daily feature of answers upon beauty topics. On Monday appears "Martha's Management," devoted to household and culinary topics, while short, light reading for the whole family is always found on the editorial page. On Friday appears Dr. Withrow's comment on the Sunday school lesson, and through the week will be found crisp reviews of the new books. In the Sunday issue a complete section is devoted to women, containing Mme. Qui Vive's beauty page, "Hints for the Home Dressmaker" by Jeannette Hope, Marion Harland's page, Dame Curtsey's "Novelties of Entertainment," society news and many special articles of interest to women. The Sunday Magazine of The Record-Herald is full of good stories, interesting articles on timely topics, clever verse, wit, humor, and miscellany, with many beautiful illustrations. It has the real magazine flavor.

The Brotherhood of Railroad Clerks has decided to affiliate with the American Federation of Labor.

House Bill No. 122, State of West Virginia.

An Act prohibiting the drinking of intoxicating liquors aboard engine and cars propelled by steam or electricity. (Passed February 11th, 1907, in effect ninety days from passage. Approved by the Governor, February 20th, 1907.)

Be it enacted by the legislature of West Virginia,

Section 1. That it shall be unlawful for any person to drink whiskey, beer, or ale or any other intoxicating beverages while aboard any engine or cars or train of cars in this state, propelled by steam or electricity, except it be in a diner, cafe or other car with buffet or cafe attachment, coach or car licensed to sell same.

Sec. 2. Any one offending against the provision of this act shall be guilty of a misdemeanor and upon conviction thereof shall be fined not less than five dollars nor more than one hundred dollars for each offence, and may be apprehended and brought before any justice in the county in which said offence is committed. Justices of the Peace shall have jurisdiction to try and determine all offences under this act.

To those who have read the articles on socialism that have been running in **THE CONDUCTOR**, we desire to say that with this number they are ended. For the views expressed in these articles we have the very highest regard, and we think they are among the best on the subject that we have ever read. They are published so that they can be taken out of each number and made into a bound volume to be a valuable addition to any library. The arguments in them seem to us to be close, far-reaching and convincing and an answer to all fallacies foisted on the public by people who hug a half-truth with strange fascination it seems always to have for some people. If you have not read these articles, do so, and let us know what you think of them. We will publish whatever it is.

The St. Louis Republic.

The Rural Route Republic is a complete ten-page Daily newspaper, giving all the news of the world fresh every morning, exactly as it appears in the Fast Mail Edition, only the details of the sporting news being omitted. The telegraphic, market and financial pages are complete in every particular.

The Rural Route Republic is delivered by mail only, and is not sent to subscribers living in a city or a town. No exception will be made to this rule. Neither will a subscription be accepted for a shorter term than one year.

The Rural Route Republic is a success and publishers who are clubbing it with their own paper report it the best puller they have ever used.

The Rural Route Daily Republic and **THE RAILWAY CONDUCTOR** will be sent to you one year for \$2.25.

A Love Story of the Ghetto.

No one knows the New York East Side and writes of it with such keen humor and insight and sympathy as Myra Kelly. Her stories of Jewish children are true comedies of manners, illuminating in a remarkable way the peculiar life of a great class whose sympathies, tastes, and conventions differ totally from our own. "The Wiles of the Wooer," in the September McClure's, is a delightful love story of the Ghetto, telling of the rivalry between Samuel Goldstone, who furnished "Ladies, Gents, Houses, and Children at Reduced Rates," and Isaac Blumberg, his salesman, and of the original method pursued by the latter to win Esther Mogilewsky for his bride. A more amusing story of the struggles or commerce on the East Side has never been written.

The following donations have been received at the Home, for the month of August, 1907:

O. R. C. DIVISIONS.			
9.....	\$12.00	307.....	12.00
79.....	12.00	347.....	10.00
101.....	5.00	367.....	5.00
134.....	5.00	397.....	10.00
163.....	5.00	398.....	3.00
204.....	10.00	417.....	5.00
211.....	10.00	427.....	8.00
227.....	12.00	456.....	10.00
260.....	10.00	500.....	5.00
261.....	15.10		
Total.....			\$164.10

L. A. C. DIVISIONS.			
30.....	\$ 2.40	158.....	30.00
31.....	5.00	159.....	5.00
56.....	3.00	164.....	5.00
70.....	5.00	177.....	2.60
83.....	10.00	189.....	1.55
117.....	5.00	196.....	1.00
142.....	2.85	207.....	5.00
147.....	5.00		
Total.....			\$88.40

SUMMARY.

O. R. C. Divisions.....	\$164.10
B. R. T. Lodges.....	267.80
B. L. E. Divisions.....	245.75
B. L. F. Lodges.....	100.00
L. A. C. Divisions.....	88.40
L. A. T. Lodges.....	167.55
G. I. A. Divisions.....	61.50
L. S. to D. F. & E. Lodges.....	62.00
James Costello, No. 271 O. R. C.	1.00
Alfred Lunt, No. 456 B. R. T...	1.00
W. M. Hulburd, No. 298 O. R. C.	1.00
Proceeds of a picnic given at the Home No. 100, L. A. C.....	15.73
Rebate on Freight.....	43.29
Grand Lodge, Ladies Auxiliary to the Brotherhood of Railroad Trainmen, at 5 cents per member.....	856.75
Total.....	\$2,074.87

MISCELLANEOUS.

12 Towels from No. 235, L. A. T.

Respectfully submitted,

JOHN O'KEEFE,

Secretary & Treas.

Highland Park, Ill.

Mr. H. L. Newton, recently transferred from the superintendency of the National Lines of Mexico at Acambaro, to the superintendency at Monterey was the recipient of a magnificent watch chain, Shriners' ring and Templars' charm inlaid with diamonds, from his friends at Acambaro.

Trainmaster Dafoe, in a very neat and appropriate speech, made the presentation as follows: "Mr. Newton, I am called upon to voice the sentiments of

the employes of the Pacific Division upon this, the eve of your departure for Monterey; I have not the time, even if I had, I could not find words to use befitting the occasion. No more suitable or positive proof of their appreciation of proper treatment given them could be manifested, than by assembling here to bid you 'good bye,' and wish you every success in your new field of labor.

"The able supervision, the just manner in treating with them, have won for you their admiration and respect.

"Mr Newton, in behalf of the employes of the Pacific division I take exceeding great pleasure in presenting you with a few small tokens of their great esteem.

"May you prize them, not for their intrinsic value, but for the remembrance of the great worth in which you are held by the employes of the Pacific."

In response Mr. Newton turned to his able lieutenant who had been his loyal support for years, and to others who were grouped around him, expressed his surprise and heartfelt gratification for the kind manner in which he was remembered by his co-workers and assured them that they would always have a warm place in his heart.

It will probably be remembered that we have printed several stories of a humorous nature written by "One Brown." He has been writing stories of this kind for "quite a while" and they are funny because true and actually "from life". The book is nicely bound and sells for a dollar, and there is a laugh in each story worth a dollar to any one's liver. Here, for instance, is a story that any conductor will vouch for:

THE DOUBLING ENGINEMAN.

"Some of these Eagle eyes are jolly guys," said conductor Cad Smith, of the C. & A. Hummer. "I remember one of them that used to pull me on freight between Roodhouse and Slater.

There is a hard pull west of Louisiana known as Bowling Green Hill. Near the foot of the hill was located a log house. My running mate was in the habit of doubling this hill and always from the log house.

One evening we left Roodhouse with a bunch of rubbish that totalled up about a hundred tons more than the rating of the engine.

At Louisiana I gave the dispatcher a "hunch" and asked him to reduce. "What's the use," said he. "That guy would double if you cut down to the caboose."

Imagine my surprise as we rounded the curve and pulled for Booth with the train all in one piece. I took a jaunt

over the top in the dark and when I reached the engine I said to the driver, "What's got into you, Tom? I thought sure you'd double tonight!"

"Never double with a decent train," responded Tom. Then he continued enquiringly, "Wonder why I didn't see the log shack below?"

"For the good and sufficient reason," I answered, "the log house burned down yesterday."

Tom hasn't doubled a hill since.

Untiring Kilowatt of Electricity.

When you buy electricity from a power company for the purpose of lighting your house or cooking your food, you buy it by the kilowatt-hour. A kilowatt is a thousand watts, and a watt is a certain unit of power.

A kilowatt-hour will carry you three miles in an electric brougham; keep your coffee-pot warm every day for a week; run a sewing-machine for twenty-one hours; cook fifteen chops in fifteen minutes; boil nine kettles each holding a quart of water; warm all the beds in the house by means of an electric warming-pan for two weeks; run an electric piano so relentlessly that your neighbors will suffer agonies for ten hours; clean 5,000 knives; clean seventy-five pair of boots; clip five horses; warm your shaving-water every morning for a month; run an electric clock for ten years; light 3,000 cigars with an electric cigar-lighter; supply all the air required by an ordinary church organ for one service; and carry you thirty times from the bottom of the house to the top, eighty feet each journey.—Waldemar Kaempffert, in the September Circle.

Beautiful Picture Free.

Farm Progress, a big monthly agricultural paper devoted to the interests of the American farmer, his home and industries, is giving away free with every three-year subscription a beautiful fruit picture, size 22x29 inches, entitled "Natural Fruits." This is a beautiful picture, in six colors, and makes a handsome dining-room ornament. Send 30 cents for a three-year subscription or three one year subscriptions today. Address all orders to Farm Progress, St. Louis, Mo.

The next national convention of machinists of the United States, Canada and Mexico is to be held in St. Louis, commencing September 9. This organization has a membership of more than 100,000 and is considered one of the strongest strictly trade organizations of this country. There will be nearly 500 delegates at the convention.

OBITUARY

- ANDERSON—Brother H. H. Anderson, Division 386, East St. Louis, Ill.
 AYERS—Brother W. M. Ayers, Division 282, Needles, Calif.
 BELL—Brother J. P. Bell, Division 187, Sunbury, Pa.
 BOWERS—Brother J. R. Bowers, Division 166, Newark, Ohio.
 BROWN—Brother W. H. Brown, Division 422, Chaffee, Mo.
 CARL—Brother C. B. Carl, Division 249, Tacoma, Wash.
 CHERRY—Brother M. A. Cherry, Division 105, Meridian, Miss.
 DOUGHERTY—Brother James Dougherty, Division 147, Easton, Pa.
 DUNFEE—Brother B. F. Dunfee, Division 10, Sayre, Pa.
 DUNCAN—Brother H. D. Duncan, Division 280, Albion, Pa.
 FEATHERLING—Brother C. L. Featherling, Division 131, Little Rock, Ark.
 GARRISON—Brother A. L. Garrison, Division 194, Brookfield, Mo.
 GARRISON—Brother C. V. Garrison, Division 282, Needles, Calif.
 GARRETT—Brother A. T. Garrett, Division 149, Jackson, Tenn.
 GILMORE—Brother B. L. Gilmore, Division 351, Portsmouth, Ohio.
 HALL—Brother M. Hall, Division 386, East St. Louis, Ill.
 HORNING—Brother C. L. Horning, Division 303, New Albany, Ind.
 HODGSON—Brother W. Hodgson, Division 344, York, Ontario.
 KELLY—Brother A. J. Kelly, Division 433, Pitcairn, Pa.
 KIBLER—Brother J. F. Kibler, Division 160, Wilkesbarre, Pa.
 LUCE—Brother J. P. Luce, Division 77, Palestine, Tex.
 MEACHAM—Brother V. Meacham, Division 121, Huron, S. D.
 MEALEY—Brother W. A. Mealey, Division 138, Garrett, Ind.
 MUTCHMORE—Brother F. W. Mutchmore, Division 100, Columbus, Ohio.
 MOHLER—Brother J. T. Mohler, Division 1, Chicago, Ill.
 MCCAFFREY—Brother J. F. McCaffrey, Division 113, Chicago, Ill.
 MCCANN—Brother J. H. McCann, Division 12, Scranton, Pa.
 PERRINE—Brother L. G. Perrine, Division 307, Elizabeth, N. J.
 PHILLIPS—Brother F. C. Phillips, Division 392, San Bernardino, Cal.
 PUETTE—Brother J. M. Puette, Division 30, Springfield, Mo.
 RIGLER—Brother H. Rigler, Division 39, Hannibal, Mo.
 SALLADE—Brother J. O. Sallade, Division 467, Carnegie, Pa.
 SCHODDER—Brother H. E. Schodder, Division 442, Wheeling, W. Va.
 SMITH—Brother C. C. Smith, Division 173, Chadron, Neb.
 SULLIVAN—Brother M. J. Sullivan, Division 36, Pueblo, Colo.
 SWARTLEY—Brother O. M. Swartley, Division 223, Martinsburg, W. Va.
 VAN SCOTEN—Brother W. M. Van Scoten, Division 2, Buffalo, N. Y.
 WELLMAN—Brother C. P. Wellman, Division 288, West Superior, Wis.
 WERTS—Brother R. S. Werts, Division 261, San Luis Potosi, Mexico.
 WOOD—Brother C. A. Wood, Division 9, Elmira, N. Y.
 YAKE—Brother L. A. Yake, Division 91, Portland, Ore.
- HEITZMANN—Wife of Brother C. H. Heitzmann, Division 54, New York City.
 LIMBORG—Wife of Brother W. T. Limborg, Division 54, New York City.
 MALLIN—Daughter of Brother P. Mallin, Division 500, New London, Conn.
 MILLER—Mother of Brother F. O. Miller, Division 79, Peoria, Ill.
 NEELY—Daughter of Brother S. P. Neely, Division 142, Laramie, Wyo.
 TWIS—Father of Brother M. Twis, Division 500, New London, Conn., and Brother John R. Twis, Division 370, Providence, R. I.

THE RAILWAY CONDUCTOR

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

General Information Relative to Mutual Benefit Department.

Assessment No. 475 for death of W. A. Mealey, August 22, 1907; No. 476 for death of C. A. Wood, August 22, 1907. See Article 27, Laws Governing Mutual Benefit Department.

BENEFITS PAID FROM JULY 1ST TO JULY 31ST, 1907, INCLUSIVE.

BEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
4500	Jno. Shaw	14	1525	B	\$2000	Death	Apoplexy
4501	Jno. Truax	307	8305	A	1000	Death	Locomotor Ataxia
4502	M. S. Kennedy	108	7213	B	2000	Death	Cardiac Hypertrophy
4503	Geo. Holbourn	89	618	B	2000	Dis.	Loss of Leg
4504	A. G. Rockefeller	56	770	C	3000	Death	Accident
4505	A. N. Baker	281	3723	C	3000	Death	Peritonitis
4506	H. B. Hallam	281	3512	B	2000	Death	General Paresis
4507	J. O'Leary	261	402	A	1000	Death	Enero Colitis
4508	Oscar White	380	6267	B	2000	Death	Pneumonia
4509	C. H. Whitney	146	8320	A	1000	Death	Peritonitis
4510	Danl. Callahan	55	314	B	2000	Death	R. R. Accident
4511	E. L. Meyers	112	959	B	2000	Death	Appendicitis
4512	A. G. Bucey	114	2180	A	1000	Dis.	Loss of Foot
4513	Geo. Giveans	52	2089	C	3000	Death	R. R. Accident
4514	C. G. Wolcott	128	3416	C	3000	Death	Heart Failure
4515	J. L. Dunn	261	5266	B	2000	Death	Scalded in Wreck
4516	J. M. Trimble	334	26	A	1000	Dis.	Loss of Arm
4517	H. E. Bailey	337	7858	A	1000	Death	Accident
4518	J. J. Bagby	55	8225	B	2000	Death	R. R. Accident
4519	C. H. Murphy	240	2929	A	1000	Death	R. R. Accident
4520	C. H. McGuire	40	14800	B	2000	Death	Accident
4521	F. M. Murphy	4333	1422	A	1000	Death	Endocarditis
4522	C. O. Nesbit	228	3345	A	1000	Death	Rheumatism of Heart
4523	E. W. Kennedy	108	2288	B	2000	Death	Acute Gastritis
4524	E. D. Woodmansee	128	1127	C	3000	Death	Cerebral Hemorrhage
4525	M. Motherway	87	12576	B	2000	Death	Accident
4526	C. J. Jones	169	11555	A	1000	Death	Accident
4527	J. J. Gallagher	333	9405	A	1000	Death	Gall Stones
4528	E. E. Ryan	382	14475	B	2000	Death	Accident
4529	R. Cooper	215	877	B	2000	Death	R. R. Accident

NUMBER OF MEMBERS ASSESSED.

Series A, 12,495; Series B, 15,655; Series C, 7,674; Series D, 393; Series E, 56. Amount of Assessment Nos. 475-476, \$137,358.00.

FINANCIAL STATEMENT.

Received on Mortuary Assessment to July 31, 1907.....	\$9,587,026.15
Received on Reserve Fund Assessment to July 31, 1907.....	499,112.20
Received on Expense Assessment to July 31, 1907.....	123,155.80
Received on Applications, etc., to July 31, 1907.....	138,755.80
	\$10,348,050.04
Total Amount of Benefits paid to July 31, 1907.....	\$9,295,567.00
Total Amount of Expenses paid to July 31, 1907.....	256,267.79
To the Credit of Mortuary Fund, July 31, 1907.....	291,459.15
To the Credit of Reserve Fund, July 31, 1907.....	499,112.20
To the Credit of Expense Fund, July 31, 1907.....	5,643.90
	\$10,348,050.04

EXPENSES PAID DURING JULY.

Fees returned, \$21.00; Sundry expense, \$150.86; Postage, \$377.82; Stationery and Printing, \$246.46; Salary, \$823.26; Legal, \$385.00; Expense Insurance Committee, \$700.00.

W. J. MAXWELL, Secretary.



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**20% Down
10% Per Month**

Reliability—that greatest of business builders, is building our business.

We satisfy our customers and in satisfying them hold their good will.

The determination to please, goods of highest quality, prices the lowest in the market, have earned their reward. Our business has more than doubled in the last twelve months.

We never sell a diamond without giving a written certificate guaranteeing its value and quality, and agreeing to take it back any time in exchange for a larger stone. If any other dealer can duplicate our stone at the same price, we will take it back and refund the money paid.

Goods sent prepaid for examination. Send for illustrated Catalogue No. 7

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**Buy Union Stamp
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THE BEST MADE

Buy shoes made with the Union Stamp. A guarantee of good wage conditions and well treated shoe workers. No higher in cost than shoes without the Union Stamp.

Insist upon having Union Stamp Shoes. If your dealer cannot supply you, write

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**The Greatest Gold Dredging
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THE YUKON BASIN GOLD DREDGING COMPANY is an international company organized under the territorial laws of the United States, registered and sanctioned by the strict laws of the Dominion of Canada. Its properties are 165 miles river frontage, more than 10,000 acres on the famous Stewart River, the richest gold bearing placer field in the world. Title absolute from the Canadian Government through William Ogilvie, former governor of Yukon Territory and now president and general field manager of the YUKON BASIN GOLD DREDGING COMPANY.

This is the biggest gold dredging proposition in Alaska. Each dredge put in the field will do the work of 1000 men, and we propose to install twelve as rapidly as it is possible to make the arrangements. The ground is fully tested and immensely valuable. Careful tests covering 30 miles of our lease holds went as high as \$11.00 and averaged more than \$1.00 per yard. Fabulous fortunes are being made dredging in California on ground averaging only 15 cents per yard.

Stock full paid and non-assessable. Par value of stock, \$1.00. A limited amount offered at 10 cents; development purposes. Soon to be advanced to 25 cents. We consider this stock intrinsically worth par, and in a reasonable length of time it will be paying large dividends on that amount. Stock may be had on ten monthly installment payments.

Write for prospectus containing minutest details. Write and ask questions. Address

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BLOOD POISON

We have a Remedy unknown to the profession. We refund money if we do not cure. You can be treated at home for the same price as if you came to our office. We will give you a guaranty to cure or return money. For many years we have been curing patients in every country in the world. Our treatment is in every sense a home treatment. If you have exhausted the old methods of treatment and still have sores and ulcers, mucous patches in mouth, sore throat, pimples, copper-colored spots, ulcers on any parts of the body, hair or eyebrows falling out, it is this secondary blood poison we guarantee to cure. We select the most obstinate cases. This disease has always baffled the skill of the most eminent physicians. For many years we have made a specialty of treating this disease with our Magic Cure, and we have \$500,000 capital behind our unconditional guaranty.

**WE CURE QUICKLY
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Our patients cured years ago by our great Discovery, unknown to the profession, are today sound and well, and have healthy children since we cured them.

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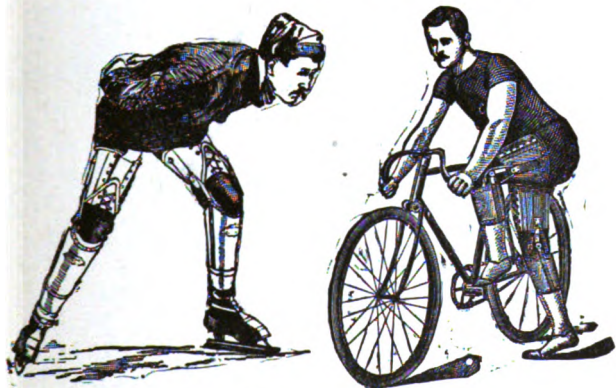
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This cut shows leg for amputation six inches
below the knee, with inside socket thrown out
of its proper position in order to show its con-
struction.

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FIRST in Years!
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[Established 1780]

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When School Opens

Boys and girls will dread the drudgery less if as an inspiration to well-doing they are given a pen they will be proud to write with. A pen that protects clothes from ink spots because its simple, common-sense and workmanlike construction keeps the ink in sufficient amount, where it belongs, at the point of the pen, and not oozing out from joints and crevices. There is only one such pen and that is











Waterman's Ideal Fountain Pen

The pen with the Clip-Cap

A pen that stays put in a boy's pocket because of the Clip-Cap. A pen that will teach boy or girl neat and orderly habits. Sold by the best dealers everywhere.

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By our easy payment plan, every family in moderate circumstances can own a Vose piano. We allow a liberal price for old instruments in exchange, and deliver the piano in your house free of expense. You can deal with us at a distant point the same as in Boston.

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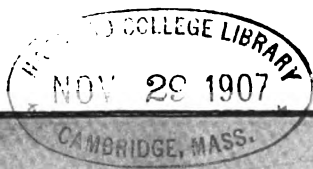
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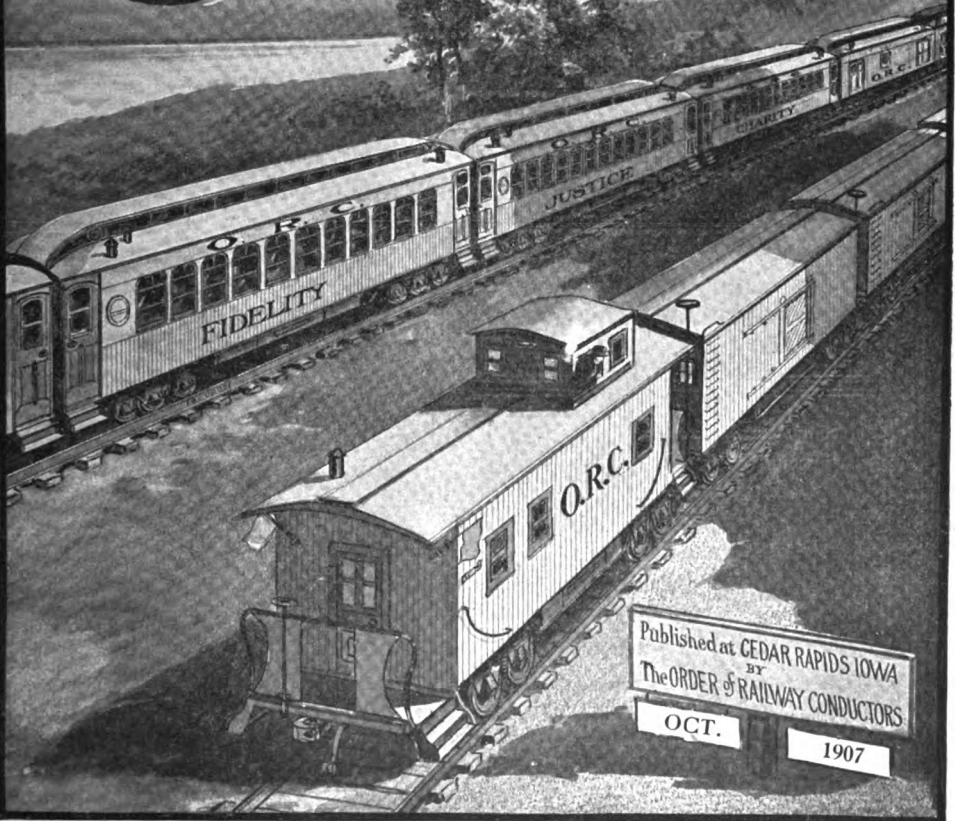
and insist that your barber use it also. It is Antiseptic, and will prevent any of the skin diseases often contracted.

A positive relief for Sunburn, Chafing, and all afflictions of the skin. Removes all odor of perspiration. Get Mennen's—the original. Put up in non-refillable boxes, "the Box that Lox." Sold everywhere or mailed for 25 cents. Sample free. Guaranteed under the Food and Drugs Act, June 30, 1906. Serial No. 1542 Try Mennen's Violet (Borated) Talcum

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The Railway Conductor



Make Pay-Day "Save-Day"

Almost every one finds it hard to save money, yet admits that it is one of the most important things in life.

Like many other things, saving is largely a matter of habit.

Get into the habit of saving! Make a resolution **to day** to lay aside a portion of your pay each week or month **or pay-day**, before it gets away from you, before "it burns a hole in your pocket," and deposit it in some reliable bank. There will then be no immediate temptation to spend it and you will also be receiving **interest on your money**.

One of the most reliable banks in the country, one that has withstood fire, financial panic and the test of time is

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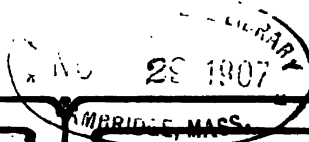
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The RAILWAY CONDUCTOR

VOL. XXIV.

CEDAR RAPIDS, IOWA, OCTOBER, 1907.

No. 10

The Reward of Industry—How Produced and Divided.

BY A. B. STICKNEY, PRESIDENT CHICAGO GREAT WESTERN RAILROAD.

"When the demand for labor is large relative to the supply, wages are high; when the demand decreases, wages decrease. This is called the natural law of distribution, which always works in the long run.

"Under conditions which existed in this country up to the middle of the last century, while there were no large employers—while the employers and the employes stood on substantially the same level in respect to wealth, social position and intelligence, the law worked out probably as nearly equitable results as could be reasonably expected in human affairs.

"But during the last 50 years the invention and utilization of machinery in the process of production has, with few exceptions, like the farm, made large aggregations of capital and superior intelligence necessary on the part of the employer. Now each employer has large numbers of employes.

"These conditions have broken up the former relations between the employer and the employe. They are no longer companions and friends, eating at the same table and occupying the same social positions.

"Now there is a gulf between them so wide and so deep that there is no companionship and but slight, if any, acquaintance. Few employers know, either by sight or by name, the majority of their employes.

"The relation between them is purely business. There are usually three or four sets of task masters, called foremen and superintendents, between them. The employer knows nothing of the employes except what his ledger, in which is compiled the incomes and the outgoes, tells him. If the outgoes increase relatively to the incomes the employer pounds his superintendents to produce larger incomes or reduce outgoes by reducing wages.

"Under such organizations of industry it seems to me absurd to assert that the natural law of distribution in connection with the law of supply and demand will result in substantial equity in cases where the trade conflict is carried on between the employer and an individual employe. It seems to me evident that substantially equitable prices result from trading only when the parties to the conflict are fairly evenly matched and stand on level ground.

LABOR UNIONS.

"A single employe entering the lists against a great employer stands on no such level ground, for the evident reason that he must sell quickly or starve, while the employer can do without his services with little or no inconvenience. It is a maxim of trade that 'the trader who can wait has an advantage of the trader who cannot wait.' To overcome this disadvantage, or at least to minimize it, is the legitimate function of

labor organizations. In my judgment, the labor unions have been and are of immense advantage to the employe class. And in my judgment, when the labor organizations are as well organized and managed by officers who are as intelligent and as capable as the managers of the employing capital organizations, they will be in position to command a more equitable division of the rewards of industry under the operation of the natural law of distribution than in any other manner.

"Such disciplined labor organizations thus officered would restore the substantial equality in the trade contest between the employers and employes which existed in this country prior to the middle of the last century, when the distribution of the rewards of industry were so equitably distributed by the natural law of distribution that the great majority of the American people occupied that sane and satisfactory position contemplated by the wise man who prayed: 'O Lord, give me neither poverty nor riches.'

"But if the natural and unavoidable conditions which surround production and distribution, viz., that no more can be divided than is produced, be called to mind, it will be seen that the power of the labor organizations is limited.

"Theoretically the universal organization of employes could demand such money price for wages as it might arbitrarily fix upon, and by refusing to accept less block the wheels of industry until its terms were accepted. It is equally theoretically true that the universal organization of profitmakers could fix such wages as it might see fit and block the wheels until the wage-earners accepted their terms.

"If such a deadlock should occur between universal wage-earners and universal profitmakers, nature would punish the crimes of refusing to trade by various deprivations, the ultimate penalty being starvation for both.

"On the other hand, in the long run it would not materially change existing wages if either party acceded to the terms of the other, because business would re-

adjust itself on the basis of higher or lower nominal values. If the money price of wages were higher, the money price of products would be higher; and if the money price of wages were lower, the money price of products would be lower; and consequently the real wages, which are always paid in products, would be substantially the same.

"Under the natural law this phenomena is constantly recurring. Prices of products and prices of wages are continually working from lower to higher levels and from higher to lower levels, which sometimes give the profit-earner and sometimes the wage-earner the advantage during short periods of time. When prices are working from a lower to a higher level the prices of products advance first, which gives the profit-earner the advantage until the prices of wages advance; but when prices are working from a higher to a lower level the price of products tumbles first, which gives the wage-earner the advantage until the price of wages decreases. Thus, in the long run, the advantages offset each other.

"The often-repeated assertion is probably justified that the history of lock-outs and strikes does not record a single instance where the direct gain to either party has been equal to the direct loss to either party. While recognizing the truth of the assertion, there have been cases of pig-headedness on the part of such negotiations which have amply justified them. Conflicts between employers and employes are not peculiar to modern times. They are as old as the relation known in the law as the relation of master and servant.

"More than 400 years ago one Jack Straw led a strike of the villains, as the the laborers of those times were called, against the gentlemen of England, who were their employers, for the purpose of getting a fairer divide of the rewards of their industry. The villains had been roused to the striking pitch by the preaching of one John Ball, who is known as the 'Mad Priest of Kent.' Curiously enough, this mad priest then preached the same doctrine of socialism which is

so familiar to the ears of the present day. 'Good people,' cried the preacher, 'things will never go well in England so long as good be not in common and so long as there be villains and gentlemen.'

"Poor Jack and his strike went down in defeat, affording no immediate relief to his followers, but it was the beginning of the end of the whole labor system of the middle ages. My sympathies have always been with poor Jack Straw.

"The so-called French revolution was in its incipency nothing but a labor strike for a fairer divide of the rewards of labor.

"The pages of history are full of records of labor strikes which have been amply justified by the indirect benefits they have conferred upon all the generations which have followed them.

"For myself, I believe in strikes when they are justified by the fact upon which they are based, and I believe in using all the force which is necessary to make such strikes effective—but I also believe that the right to strike is like the right of revolution, only justifiable as a last resort where important rights are at stake and after all other means have been exhausted.

"There are but few American citizens who will deny the existence inherent in all people of the right of revolution, but they are fewer still who believe it possible that the almost yearly revolutions which take place in some of the Central American so-called 'republics' can be justifiable; neither can con-

stantly recurring strikes and lockouts be justified.

"Probably the largest fortune which has ever been amassed in this or any other country by one man in a single life has been produced in the last 40 years in the iron trade. It has been the direct result of a law of Congress, enacted to benefit labor. Under this law, during the years in which this enormous fortune was accumulating, the Government has enforced the collection of tax from the other industries of the country ranging from \$27.50 down to \$7.50 per ton on his entire output, not one dollar of which was intended or ever did go into the treasury of the Government, but every dollar of which was paid to this iron-master. In dealing with wages he stood firmly by the natural laws, never paying a penny more than the law of supply and demand compelled. The law enriched the employer instead of the employee. The employer has built palaces and bought castles. The employes live in the same miserable shanties as before.

"This act of Congress is still in force, enriching the greatest organization of capital which the world has ever known.

"In concluding let me say that my judgment throws to the wind all the theories of equitable distribution by brotherly love or by legislation. I believe that in economic affairs the only way to get a fair share is to be always prepared to fight, and when necessary, to fight for it."

Stories of the Calendar—October.

The kindergarten teacher, who is young, even younger than the high school teacher, was late in coming home from her work the last Friday in September—so late that dinner had been served when she entered the basement dining room. The high school teacher, perhaps because he is of the same profession, perhaps because of other things, looked up inquiringly as she slipped into her seat, and she, feeling the force of his unuttered

question, explained: "I am late tonight because I stayed to get my October work ready. I always put a calendar on the board in colored crayons, sketch around it something suggestive of the month and the occupations of man during the period, you know with a rhyme or proverb to fix in the children's minds characteristics of the season. I have a square for each day, and before leaving the schoolroom in the afternoon we fill

it in with a color suitable to the weather that has dominated. If the day has been bright and sunny we put in some brilliant yellow. If it has been sunny in the morning only, we fill in only part of the square with the color of sunshine, leaving half of it dark to suggest the gloom of an overcast sky.

"In winter we use the white crayon to show the snowy days. Doing this, makes my boys and girls observe the weather conditions and leads to a talk about their effect upon man and his work. You can understand that readily, can't you?"

"Oh yes," responded the high school teacher, enthusiastically. "It is most interesting. What design did you use for your crayon calendar this time?"

"Well," she said, "as Monday is the first day of October I put a wreath of autumn leaves around the oblong holding my thirty-one days, and I sketched below it a heap of autumn fruits and vegetables, those that have gay colors—golden pumpkins and yellow corn, purple grapes and rosy apples, with the verses:

October, too, has flowers and fruit,
The taste of all she loves to suit.

"You see we have already discussed September as a harvest month during which men garner the fruits of their labor so the 'too' is not irrelevant.

"You have no idea how much the children learn and how much they remember from this illustration of the month and its daily accompanying talk. They learn the names of the months, the number of days of which each is composed, the names of the days of the week, the season to which the month belongs, its characteristics, and the part they play in their own lives and that of grown up people. I think it a very good device, don't you?"

"Indeed I do. Did you explain to them the derivation of the word September and its original numerical station in the old Latin calendar?" her fellow worker asked quizzically. She flushed a little under his bantering, and then said: "I would have to leave that to you. What should I have told them?"

"Nothing more than you have. They

would not have been interested as you will be in the quaint old English in which Versteegean tells us that our Saxon ancestors called October *wynmonat*, *wynonath*, or wine month, 'and albeit they had not antiently wines made in Germany, yet in this season had they them from divers countries adjoining.' Those ancestors of ours were a lusty folk, fond of eating and drinking, as is shown in their naming of this October of ours, the wine month, while September was the 'gerst monat, for that barley, which that moneth commonly yeilded was antiently called gerst, the name of barley being given unto it by reason of the drinke therewith made called beere, and from beerlegh it came to barley; so in like manner beerheym, to-wit, the over decking or covering of beer, came to be called berham, and alternately barme, having since gotten I wot not how many names besides.'

"It would hardly do for you to tell your youngsters to call October the wine month, and September the beer month, but the thought of the vintage has always been coupled with these months. In the republican calendar of the first French republic, in which the year 1 began with September 22, 1792—the first month, beginning at the autumnal equinox and combining part of September and October—was *Vindemaire*, meaning vintage. The makers of that calendar forestalled you a little in your talk about the seasons in connection with the months by giving their twelve months names expressive of the various seasons.

This republican calendar, or calendar of reason, which was framed by one Fabre d'Eglantine, though it dated from the formal proclamation of the abolition of royalty by the representatives of the nation, was not formally adopted by the convention, at that time governed by Robespierre, until October 5, 1793.

"It had twelve months of thirty days each, to which five days were added at the end of the ordinary year, and a sixth to every fourth year, as the position of the equinox required it. These supplementary days were holidays and corresponded to the 17th, 18th, 19th, 20th and

21st of September in the Gregorian calendar. They were commonly called *sans-culotides*, out of respect to the revolutionists, and were dedicated to virtue, genius, labor, opinion and recompense.

"The twelve months, with their meaning, and the months of the ordinary calendar, to which they roughly correspond in their beginning at least, I had my class in French History arrange in a table. You see your pupils are not the only ones who make a study of the calendar.

"They did it in this way," and drawing a notebook from his pocket the high school teacher quickly wrote down the names of the French months of the calendar of reason, with their corresponding English months and significance, forming the following table:

French months	Signification	English months
1 Vindemaire...	Vintage	Sept. 22
2 Brumaire....	Foggy	Oct. 22
3 Frimaire....	Frosty or sleety	Nov. 21
4 Nivose.....	Snowy	Dec. 21
5 Pluviose....	Rainy	Jan. 20
6 Ventose.....	Windy	Feb. 19
7 Germinal....	Budding	March 21
8 Floreal.....	Flowery	April 20
9 Prairial.....	Hay harvest	May 20]
10 Messidor....	Corn harvest	June 19
11 Thermidor...	Hot	July 19
12 Fructidor....	Fruit	Aug. 18

"Of course," he explained, "you must remember that the French months of this calendar did not correspond completely with those of the Gregorian calendar which I have put opposite to them. Their first day came near the latter part of each of these corresponding months, and so their latter part extended into the next month. Brumaire, for instance, comprehended part of October and part of November, and in the latter month fogs are not uncommon.

"An English wit ridiculed the revolutionists' new method of registering time in names descriptive of the various seasons of production, maturity, decay and torpidity of the vegetable world, in a summary which shut out any argument as to its advantage. In crispness of style,

at least, his arrangement was above reproach. He kept the four seasons, qualifying each by a trilogy of adjectives, and all hay fever sufferers will agree that the first trinity is apt.

"Autumn—Wheezy, sneezy, freezy."

"Winter—Slippy, drippy, nippy."

"Spring—Showery, flowery, bowery."

"Summer—Hoppy, croppy, poppy."

"This idea of naming the months from the natural variations of the seasons was not original with the revolutionists, as the names of the months used in Holland and published in Dutch almanacs long before the French revolution did the same thing. The characteristic names of the months used by the Dutch, remains of the ancient Gaulish titles, with their meaning and English equivalents, are shown in this table:

January.....	Lauwmaand...	Frosty month.
February.....	Sprokkelmaand	Vegetation month
March.....	Lentmaand....	Spring month.
April.....	Grasmaand....	Grass month.
May.....	Bloumaand....	Blossom month.
June.....	Zomermaand...	Summer month.
July.....	Hooymaand....	Hay month.
August.....	Oostmaand....	Harvest month.
September.....	Herstmaand....	Autumn month.
October.....	Wynmaand....	Winemonth.
November.....	Slagtmaand...	Slaughter month.
December.....	Wintermaand..	Winter month.

"As the Dutch preceded d'Eglantine in giving the months names descriptive of the natural processes characterizing them, so his method of dividing the year into twelve months of thirty days each with five supplementary days at the end to complete the year had been followed by the ancient Egyptians centuries before a French republic was dreamed of. And his division of the months into three periods or decades of ten days each was modeled after the ancient Greeks, who followed the same division in their calendar.

"In the calendar of the Romans, whose nomenclature ours follows, the only month bearing a name expressive of the season connected with it is that of Aprilis, our April, meaning to open, in allusion to the buds then beginning to open or to the fact that the earth opens to produce new vegetation. Four of our months and six of the original Roman calendar bore names designating their numerical sta-

tion in the calendar when it consisted of ten months. September was the seventh, October the eighth, November the ninth and December the tenth month in the Roman year when it consisted of ten months, of which March was the first. When Numa added January and February to the calendar, placing them before March, he changed the numerical order and our calendar now presents the anomaly of having our last four months, which are really the ninth, tenth, eleventh and twelfth, distinguished by names which mean the seventh, eighth, ninth and tenth.

"October, our tenth month, we call the eighth. I fixed its derivation in the minds of my class by having each pupil bring in a list of English words derived from the Latin octo or eight, such as octette, octave, octopus, octopod, octasyllable, octohedron. You can hardly do that since your children are of such a tender age.

"Like September, October has undergone some temporary changes of name, and like that month it soon reverted to the one by which it was originally and is still known. It was first altered to Faustinas in honor of Faustina, the wife of the Emperor Antoninus, surnamed Pius. Then Domitian, the despot, decreed that it should be called Domitianus, and still later Commodus changed it to Invictus, but despite their orders it is still October.

"It has varied in the number of its days from 29 to 39. In the Alban calendar it was the longest month—thirty-nine days. Romulus gave it only thirty-one and Numa reduced it

to its lowest estate by making it twenty-nine. In the calendar arranged by Julius all the odd months had thirty-one days, while all the others, excepting February, which had twenty-nine, were composed of thirty. By this arrangement October, an even month, had thirty days in the Julian calendar, but when Augustus, to gratify his vanity, added a day to the month named in his honor, August, which was before his time Sextilis, and had only thirty days, it was increased in length so that it would equal the month named for Julius. Then, in order that three months of thirty-one days might not come together, September and November, odd months, were reduced to thirty days, while October and December, even months, were each increased from thirty to thirty-one. Thus the simple arrangement of Julius Caesar was abandoned that the month named for the Emperor Augustus might equal in length the one named for Julius.

"Our boys and girls are probably glad to have that thirty-first day, since it gives them a chance to play Halloween pranks. One of the feasts of the ancients, the Meditrinalia, was held on the 11th of October, when a libation of new wine was made in honor of Meditri-na, which shows that long ago, others than the Saxons connected this month with the vintage. The Saxons also called it winter-fyllith, from the winter approaching with the full moon of the month, and the power of the cold increasing over that of the sun, which is on the decline. To the Slavs it was known as the yellow month, presumably because of the withering and falling leaves."

Strikes and Lockouts of Quarter Century.

REPORT OF DEPARTMENT OF COMMERCE.

The industries of the United States suffered less from strikes during the year 1905 than in any year since 1892, if the number of employes thrown out of work by strikes and the duration of the strikes be taken as a measure. In

that year 221,686 employes were thrown out of work by 2,077 strikes undertaken by 176,337 strikers in 8,292 establishments, and lasting an average of 23.1 days in each establishment involved.

These favorable industrial conditions

as regards strikes during 1905 were apparently exceptional, and cannot be assumed to indicate any lasting tendency toward industrial peace, for the preceding period of six years (1899 to 1904) was a period of extraordinary industrial strife, and the number of employes thrown out of work by strikes in each of the four years (1901 to 1904) exceeded the number thrown out of work in any year on record save 1894.

The year 1894 stands out in the history of the country as the year most notable for the great number of workers thrown out of work by strikes, over 660,000 employes being thrown out of work by 1,349 strikes undertaken by 505,049 strikers in 8,196 establishments, and lasting an average of 32.4 days in each establishment involved. In both 1902 and 1903 the number of employes thrown out of work by strikes was slightly less and the average duration somewhat shorter, although the number of establishments involved in 1903 was 6,000 greater than ever before, reaching 20,248.

These facts are brought out in the Twenty-first Annual Report of the Bureau of Labor of the Department of Commerce and Labor, devoted to strikes and lockouts in the United States during the twenty-five year period of 1881 to 1905, just issued.

The total number of strikes in the United States during this period of twenty-five years was 36,757 and of lockouts 1,546 or 38,303 labor disturbances of both kinds. Strikes occurred in 181,407 establishments and lockouts in 18,547 establishments, making a total of 199,954 establishments in which these interruptions of work occurred.

The total number of persons who went out on strike during the twenty-five years was 6,728,048, and the number of persons locked out was 716,231, making a total of 7,444,279 employes striking and locked out.

EMPLOYES THROWN OUT OF WORK.

Because of the dependence of one occupation upon another in the same establishment, the stopping of work by strikers and employes locked out in one or more occupations often makes it impossible for fellow-employes in other occupa-

tions to continue work. The total number of employes, including strikers, thrown out of work by strikes was 8,703,824, and the number thrown out of work by lockouts was 825,610, or a total of 9,529,434 employes thrown out of work in the establishments immediately involved in strikes and lockouts. These figures do not include any employes thrown out of work in the many establishments not immediately involved in the strikes and lockouts, but dependent in one way or another on the establishments involved, as for material, power, etc.

Over 90 per cent of all those thrown out of work by strikes were males and only 9.43 per cent females. In lockouts 84.18 per cent of the employes thrown out of work were males and 15.82 per cent females.

DURATION OF STRIKES.

The average duration of strikes per establishment was 25.4 days and of lockouts 84.6 days. The strike or lockout does not, of course, always result in the closing of the establishments involved, but 61.38 per cent of all establishments involved, or 111,343, were closed an average of 20.1 days. In lockouts 68.25 per cent of all establishments involved, or 12,658, were closed an average of 40.4 days.

INDUSTRIES MOST AFFECTED.

The greatest number of strikes in any one industry was in the building trades, which had 26.02 per cent of all strikes and 38.53 per cent of all the establishments involved in strikes. In the coal and coke industry were 9.08 per cent of all strikes and 9.39 per cent of all establishments involved in strikes. This latter industry had more strikes and more employes thrown out of work by strike than any other industry. The building trades were second in order in both these respects, with the men's clothing and iron and steel industries next. In lockouts the building trades led all other industries, having 16.49 per cent of all lockouts, more than one-half of all the establishments involved, and about 30 per cent of all the employes locked out and of persons thrown out of work.

STATES MOST AFFECTED.

Employees and employers who are concentrated in the great industrial states are more prone to engage in strikes and lockouts than those throughout the country generally. Thus the five states—New York, Pennsylvania, Illinois, Massachusetts and Ohio—had 63.46 per cent of all strikes and 69.44 per cent of all the establishments involved in strikes, 56.22 per cent of all lockouts and 77.99 per cent of all establishments involved in lockouts, although these five states had only 45 per cent of all the manufacturing establishments of the country in 1900.

STRIKES OF ORGANIZED LABOR.

The importance of the part that organized labor plays in strikes is indicated by the fact that of the total number of strikes in twenty-five years 68.99 per cent were ordered by labor organizations, and the strikes so ordered included 90.34 per cent of all establishments involved in strikes, 79.69 per cent of all strikers, and 77.45 per cent of all employees thrown out of work in establishments involved in strikes.

MORE STRIKES SUCCEED THAN FAIL.

Employees who went on strike succeeded more often than they failed. They succeeded in winning all the demands for which the strikes were undertaken in 47.94 per cent of the establishments, succeeded partly in 15.28 per cent, and in only 36.78 per cent of the establishments did they fail entirely to win any of their demands. On the other hand, the employers, when they took the initiative and locked out their employees, succeeded more often than they failed. Lockouts resulted wholly in favor of employers in 57.2 per cent of the establishments involved, succeeded partly in 10.71 per cent, and failed entirely in 32.09 per cent of the establishments.

STRIKES OF ORGANIZED LABOR MOST SUCCESSFUL.

The strikes which were ordered by labor organizations were much more generally successful than those not so ordered. Thus, strikes ordered by labor organizations were wholly successful in 49.48 per cent of the establishments in-

involved, partly successful in 15.87 per cent and failed entirely in only 34.65 per cent of the establishments. On the other hand, strikes not ordered by labor organizations were wholly successful in but 33.86 per cent of the establishments involved, partly successful in 9.83 per cent, and failed entirely in 56.31 per cent of the establishments.

LEADING CAUSES.

During the twenty-five years period covered by the investigation of the Bureau of Labor 40.72 per cent of all strikes were undertaken for increase of wages, either alone or in combination with some other cause, and 32.24 per cent were for increase of wages alone. Disputes concerning the recognition of union and union rules, either alone or in combination with some other cause, produced 23.35 per cent of all strikes and were the sole cause of 18.84 per cent. A reduction of wages was the cause, wholly or in part, of 11.9 per cent of the strikes, and 9.78 per cent were to enforce demands for a reduction of hours. Only 3.74 per cent of the strikes were sympathetic.

Of the total number of establishments involved in strikes 57.91 per cent were involved in strikes undertaken wholly or in part to enforce demands for increase of wages.

The most important cause of lockouts was disputes concerning recognition of union and union rules and employers' organizations, which alone and combined with other causes produced nearly one-half of all establishments involved in lockouts.

The percentage of strikes for each of the leading causes has varied largely from year to year, but in every year save 1884 and 1904 strikes for increase of wages have outnumbered those for any other one cause. In 1884 a greater number (38.15 per cent) were undertaken wholly or in part against reduction of wages, and in 1904 38.92 per cent were for recognition of union and union rules. In recent years the percentage of strikes against reduction of wages has shown a notable decrease, as is of course natural in a period of advancing wages. On the other hand, the percentage of strikes con-

cerning recognition of union and union rules has shown a remarkable increase, for while they constituted less than 9 per cent of all strikes between 1881 and 1885, and never reached 20 per cent in any single year prior to 1896, yet during the five-year period, 1901 to 1905, they constituted more than one-third of all strikes. The sympathetic strike, which in the early eighties was comparatively rare, but between 1889 and 1904 became of considerable importance, since 1894 has not constituted as much as 3 per cent of all strikes in any year except 1904.

Strikes for increase of wages have been more successful than those for any other cause, having entirely failed in only 31.36 per cent of the establishments involved in strikes for that cause, while the next most successful, those against increase of hours, entirely failed in 37.09 per cent of the establishments involved. Strikes concerning recognition of union and union rules entirely failed in 42.88 per cent of the establishments involved, and sympathetic strikes, the most unsuccessful of all, entirely failed in 76.53 per cent of the establishments involved.

SETTLEMENT OF STRIKES.

Within recent years the effort to bring about the settlement of strikes and lockouts by joint agreement of organizations representing the parties or by arbitration by a disinterested third party has been attended with considerable success. During the five-year period, 1901 to 1905, 5.75 per cent of all strikes and 12.2 per cent of all lockouts were settled by joint agreement and 1.6 per cent of the strikes, and 2.03 per cent of the lockouts were settled by arbitration. These methods of settlement have been thus far largely confined to a few industries, practically one-half of the strikes and two-thirds of the lockouts settled by joint agreement being in the building trades, and about 14 per cent in the coal and coke industry. Of the strikes settled by arbitration more than one-fourth were in the building trades and 13 per cent in the coal and coke industry. These figures do not fully represent the progress of these methods of settlement of disputes between employer and employe, for both methods are being used to a large and increasing extent to settle disputes before a stoppage of work occurs.

What the Clay Turpentine Cup is Doing.

Twenty million turpentine cups are used in the pine forests of the South to catch the flow of resin from the trees and seven or eight million are added each year. These simple-looking cups, which are not unlike flower pots in size and shape, indicate a rapid and highly important change in the American method of gathering turpentine, due to the need of economy in using all forest products and to the application of science in an old-fashioned industry.

The old plan of cutting deep boxes in the trees, in which turpentine collected after running down the scarified trunks, was universal until a few years ago. It was wasteful and destructive. Trees so mutilated survived only about four years. They might continue to live, and

they usually did not fall for years, but their value as turpentine producers was at an end and their value for lumber was seriously lessened.

The cup and gutter were devised to take the place of the old wasteful method. No box is needed, and the trunk is left strong and but little injured. Small galvanized iron gutters, attached in a simple yet secure manner to the tree, lead the turpentine from the scarified wood to the cup. The amount thus collected is greater than by the old method, it is of superior quality, and it commands a higher price. Further than this, the tree thus operated upon is productive about eight years, instead of four as under the old method, and produces more each year. In other words, one

tree during its productive period gives more than the former yield of two.

The cup and gutter method did no go into general use at once. Nor is it generally used yet. The majority of operators cling to what they have always known. But the millions of cups scattered among the pine forests from South Carolina to Louisiana are proof that the four or five years since the new method was introduced have made a great change in an important industry.

The world depends largely on southern pine forests for naval stores. About half the product is exported. It is worth many millions annually. Turpentine supplies an enormous trade. America can hold this trade, but if it is to do so the valuable southern pine must be cared for. It was this which led to investigations on the part of the Forest Service in the effort to economize in reaping the turpentine crop. Several turpentine operators were foresighted enough to welcome the work, and cooperated between these private interests and the Government foresters led to the introduction of the cup and gutter system.

The turpentine cup encountered prejudice, and at first overcame it slowly. The inventor found it necessary, with his associates, to buy a pottery to make the cups. Potters would not undertake the work. The article was new, was not in demand, and no one cared to take the risk of manufacturing it.

A veteran of the wheel and kiln, more venturesome than the others, at one time half-way consented to make the cups. He said he could turn out 100,000

a year. When told that it was a matter of millions of cups annually, he cut negotiations short, said it was a dream of college men, and that he was there to talk business and not foolishness. That ended it with him.

A pottery was bought near Chattanooga, machines were installed which make eighteen cups a minute each, and the cost per cup has been reduced from 4 cents, the price when hand made, to 1 6-10 cents.

Manufacturing the cups was only part of the battle. Operators in the turpentine forests, at the outset, would not touch the article. Then, when a tract of pine was at length secured, a great deal of trouble was had in persuading the laborers to work with the new device.

The cups won the day. Laborers learned to like them, and operators took them up. The source of supply for naval stores, and for all other uses of turpentine and its products, both for this country and for others, is more secure. Pine forests will last longer, produce more turpentine and resin, and the timber is better.

When trees are boxed, that is, cut deeply, they are weakened. Wind levels them, and they often decay before the arrival of the lumberman, who follows the turpentine operator. Fire attacks the notched trunks of standing trees, and large numbers are lost. The slight mutilation for the cups and gutters does not subject the trees to so great danger, and the lumberman finds them little injured.

Another Spy Has Been Captured.

Boiler Workers' Local No. 5 of Cleveland, Ohio, has captured a spy in their organization, one who was a trusted member of the organization and one of the board of trustees.

It has been discovered that when the financial secretary of the Cleveland local resigned recently, the spy secured possession of the books, which he turned

over to the Turner Detective Agency and that company made a thorough examination of the books and secured complete knowledge of the union's affairs.

Thos. King of Buffalo, president of the district covering New York Central system, and D. J. Jamieson, business agent of the Cleveland union, had the spy under surveillance for some time

before he was caught with the goods on.

The manner in which the traitor was caught red-handed is best told by Business Agent Jamieson's official report to his local; the report follows:

To the Officers and Members of

Local Union No. 5.

Gentlemen:—The following report of secret service work, recently executed, is respectfully made:

On June 30th, a man representing himself to be a former employe of one of the local detective agencies, called on me at my residence, and discussed a proposition to furnish information which he claimed would be of much value to our organization. After some conversation with him, I arranged to meet him the next Friday evening, July 5th. In the meantime, I consulted President Brady, who directed me to take the matter up with our other officers to impart the information that I had already received and to ask their advice as to how to proceed. All officers I approached on the subject advised me to ascertain all possible information regarding the matter.

On Sunday morning, July 7th, I met the ex-detective, and he agreed to furnish undeniable proof that a paid spy was a member of our union. He desired payment in the sum of \$50.00 for this information, which I refused to pay. I offered him \$15.00 for the service, but this amount he did no consider sufficient. I reported back to the committee, who advised me to expend more money, if necessary.

On Monday evening, July 8th, I again met the "informer" and he then agreed to produce the spy and hold a conversation with him in such a place and such a time as to enable me to hear the entire talk and also to obtain a good view of the spy, and further agreed that another of our members might accompany me as an additional witness. For this service we agreed to pay him the sum of \$25.00. I then arranged to have Brother Murtha accompany me to the place we had chosen; this was on Thursday evening, June 9th, 1907.

The "informer" placed us in position

to enable us to see and hear everything that transpired without ourselves being seen. After waiting some 15 or 20 minutes in concealment, a knock at the door was heard. The "informer" answered the signal by opening the door simultaneously flooding the hallway with light, by throwing an electric switch, and the spy was revealed to us. The "informer" then questioned the spy regarding conditions in the shop where he was employed, and was told by the spy that he had things going his way. The following is substantially the conversation which took place:

Informor: How much salary do you receive from the Turner Detective Agency?

Spy: \$100 per month.

Informor: How long have you been in their employ?

Spy: About four years—they pay all my dues in Local No. 5.

Informor: How long is it since you made your last report?

Spy: About two weeks ago I sent them six sheets of closely written foolscap paper. They promised to get me a foremanship somewhere along the system, but have not yet done it. They offered me a foremanship in — but I refused to take it.

Informor: I am about to start an agency of my own—how would you like to take a position with me? I will try and do better with you than the Turner Detective Agency is doing.

Spy: I will take it all right.

Informor: Well, I will call you up by 'phone in a few days and let you know the particulars.

Almost immediately after the foregoing conversation the spy took his leave; we emerged from our places of concealment and held a short talk with the "informer," during the course of which we learned that the spies in the employ of the detective agencies are known as "operators" and designated by numbers.

The "informer" told us that at the time of the resignation of our financial secretary, some time ago, this spy having possession of our books in his capacity as a member of the Board of Trustees

of this organization allowed accountants from the Turner Detective Agency to make a thorough examination of our books, thereby placing themselves in complete knowledge of our affairs.

Gentlemen:—This paid spy of the Turner Detective Agency is Richard Hooper, employed in the shops of the L. S. & M. S. Ry. Company.

Very respectfully,

(Signed)

D. J. JAMIESON,
Business Agent.

Cleveland, O., July 20th, 1907.

Hooper was not present at the meeting when the report was read. It was intended that he should be and special pains were taken to insure his attendance, but he advised his fellow workmen that he had applied for and received passes to go to Conneaut, Ohio, on that date and that it would be impossible for him to attend. Investigation showed that he had not applied for passes and was probably still in the city. About the time of the meeting a messenger boy was sent to his boarding house with a communication which the boy was told to deliver only to Hooper in person. After considerable delay and the boy's refusal to deliver the communication to any one else, the spy made his appearance and receipted for it, thus proving that he was in town at the time of the meeting.

He did not remain long, however, and his present whereabouts are unknown.

The labor press of the country is requested to give this spy the publicity that is necessary to warn all unionists of the country to be on the lookout for him and others of his class. It is becom-

ing plainly evident that no organization is immune from the cowardly and sneaking attacks of paid hirelings of their ranks.

When the Cleveland machinists recently uncovered a traitor who was a member of their strike committee, and who also nosed about the printers' strike headquarters, it created a big sensation in local labor circles, says the Cleveland Citizen, in commenting on the discovery.

It can be well imagined that the smoking out of a second sneak has not had a tendency to place union officials in a very good humor.

It is not that the officers and members have reason to feel ashamed or afraid of anything they do that is arousing bitter resentment against the spies and those who employ them.

The unionists know that their organizations are lawful institutions, and they regard it as a cowardly insult and a reprehensible method of intimidation for employers to send spies into their midst.

Surely something must be done to meet the secret, underhanded attacks of the thug agencies. You can fight a man in the open, but the assassin who stabs in the dark, and especially where the game is to enslave labor, is a most despicable creature—unfit to live among human beings, a foul beast. Judas Iscariot possessed at least one spark of honor—he went out and hanged himself. But your modern traitor seems to glory in his depravity and in the fact that he is a mental and moral pervert.

The Christ of the Andes.

FROM THE "LOS ANGELES TIMES," OF JUNE 16, 1907.

The Argentine Republic and Chili are planning a big picnic to be held 14,000 feet above the sea.

Seven years ago these two prosperous and high-spirited republics of South America were on the verge of war. They were increasing their armaments

to the utmost of their ability. They had each two gigantic warships of the latest pattern building in the shipyards of Europe. They were spending incredible sums of money upon these preparations for war.

What brought them so near to con-

flict was the revival of an old dispute, which had caused much trouble and expense in the past, about the boundary between them on the Andes, a controversy involving the question of the title to about 80,000 square miles of territory.

The British ministers residing at Buenos Ayres and Santiago used their good offices with the two governments to prevent the calamity of war and to secure a peaceful settlement of the dispute. This effort to prevent hostilities was powerfully supported by Dr. Marcolino Benavente, Bishop of San Carlos de Coyo, Argentina, and Dr. Ramon Angel Jara, Bishop of San Carlos de Ancud, Chili. On Easter Sunday, 1900, during the festival of the Catholic church at Buenos Ayres, Bishop Benevente made a fervent appeal in behalf of peace, and proposed that some day a statute of Christ should be placed on the Andean border between the two countries, where it might be seen by all comers and goers, and prevent, if possible, any recurrence of animosity and strife between the two republics. The two Bishops traveled through their countries addressing crowds of men in the towns and villages. They were sustained by the local clergy and by the women, who labored enthusiastically for the policy of peace. Petitions were sent to legislatures, and through these the executives were reached.

The result was that a treaty was entered into by the two governments, submitting the controversy to the arbitration of the King of England. He entrusted the case to eminent jurists, and in due time submitted their decision, awarding a part of the disputed territory to one of the republics and a part to the other. The decision was cheerfully accepted by both.

Much gratified with the outcome of the arbitration, and urged forward by a powerful popular movement, the two governments then went further, and in June, 1903, concluded a treaty by the terms of which they pledged themselves for a period of five years to submit all controversies arising between them to arbitration, the first general arbitration treaty ever concluded. In a further

treaty they agreed to reduce their armies to the proportions of police forces, to stop the building of the great battleships then under construction, and to diminish the naval armaments which they already possessed.

The provisions of these treaties, which have been in force nearly four years, were carried out as fast as practicable. The land forces have been reduced, the heavy ordnance taken off the war vessels, and several of the vessels of the marine turned over to the commercial fleets. Work on the four great warships was immediately arrested, and some of them have been sold. The results of this disarmament—for it is a real disarmament—have been most remarkable. With the money saved by the lessening of military and naval expenses, internal and coast improvements have been made. Good roads have been constructed. Chili has turned an arsenal into a school for manual training. She is building a much needed breakwater in the harbor of Valparaiso and has commenced systematically the improvement of her commercial facilities along the coast. One or two of Argentina's previous war vessels have gone into her commercial fleet and are now plying back and forth across the Atlantic in honorable and lucrative business. The great trans-Andean Railway through the heart of the mountains, which will bring Buenos Ayres and Santiago within eighteen hours of each other and bind them together in the most intimate relations of trade and travel, has been completed.

But more significant than any of these material results has been the change in the attitude of the Argentinians and Chilians toward each other. All the old bitterness and distrust have passed away, and the most cordial good feeling and confidence have taken their place.

The suggestion of Bishop Benevente as to the erection of a statue of Christ on the boundary at Puente del Inca was quickly carried into execution. As early as 1901, on the initiative of Señora de Costa, president of the Christian Mothers' Association of Buenos Ayres, one of the largest women's organizations in the

world, the women of Buenos Ayres, who had already manifested the deepest interest in the new movement, undertook the task of securing funds and having a statue created. The work was entrusted to the young Argentine sculptor, Mateo Alonso. When his design was completed and accepted the statue was cast at the arsenal of Buenos Ayres from old cannon taken from fortresses in both Chili and Argentina.

It was more than a year from the time that the statue was cast until it was placed in its destined position. On May 21, 1903, the Chilian representatives bearing the treaties for final ratification, came by sea to Buenos Ayres. They were met down the river and escorted to the city by a large fleet of gaily decked steamers. For a week there was a round of festivities. When the treaties were finally signed on the 28th of May, Señora de Costa invited all the dignitaries present—cabinet officials, foreign ministers, bishops, newspaper men, generals, admirals, etc.,—to inspect the statue of Christ in the courtyard of the college, and standing at its foot with distinguished audience about her she pleaded that it might be placed on the highest accessible point of the Andes between the two countries.

It was not until February, 1904, that the final steps were taken for its erection. It was carried by rail in huge crates from Buenos Ayres to Mendoza, then on gun carriages up the mountains, the soldiers and sailors themselves taking the ropes in critical places where there was danger of the mules stumbling. Hundreds of persons had come up the night before and encamped on the ground to be present at the ceremony. The Argentinians ranged themselves on the soil of Chili and the Chilians on the Argentine side. There were music and the booming of guns, whose echoes resounded through the mountains. The moment of unveiling, after the parts had been placed in position, was one of solemn silence. The statue was then dedicated to the whole world as a practical lesson of peace and good will. The ceremonies of the day, March 13, 1904, were closed, as the sun went down, *with a prayer that*

love and kindness might penetrate the hearts of men everywhere.

The base of the statue is in granite. On this is a granite sphere weighing some fourteen tons, on which the outlines of the world are sketched, resting upon a granite column twenty-two feet high. The figure of Christ above, in bronze, is twenty-six feet in height. The cross supported in His left hand is five feet higher. The right hand is stretched out in blessing. On the granite base are two bronze tablets, one of them given by the workmen of Buenos Ayres, the other by the workingwomen. One of them gives the record of the creation and erection of the statue; on the other are inscribed the words:

"Sooner shall these mountains crumble into dust than Argentinians and Chilians break the peace to which they have pledged themselves at the feet of Christ the Redeemer."

It is not easy to compare events and say which is greatest. But taking it all in all, the long quarrel of seventy years which it closed, the arbitration of the boundary dispute, the general treaty of arbitration and the practical disarmament which preceded it, the remarkable transformation of public opinion expressed in its consummation, and the sublime prophecy of peace for the future which it gives not only to Chili and Argentina but the whole world, the erection of the Christ of the Andes stands without a parallel among the events of recent years.

PRIZE OF ONE THOUSAND DOLLARS FOR
THE BEST DRAMA OF "THE CHRIST
OF THE ANDES."

As all our readers know, a colossal statue of Christ, erected by the contributions of the people of Chili and Argentina, now stands on the boundary line of the two countries, on one of the highest points of the Andes, as a perpetual reminder that nevermore shall there be any war between these two adjacent countries. Our American Humane Education Society desires to have a drama written which shall illustrate the history and teachings of this monument and be seen by thousands of theatrical and other audiences all over our country and else-

where, and for this purpose I, in behalf of our American Humane Education Society, offer a prize of *one thousand dollars* for the best drama of the kind that shall be written. All persons wishing to compete can write me for information on the subject. To receive the prize the drama must be pronounced by three critics, carefully selected by us to be deserving and likely to obtain wide presentation to theatrical and other audiences.

Each composition must be typewritten on stitched sheets, signed with a fictitious name and accompanied by a sealed letter giving the actual name and post office address of the writer, which will not be opened until the decision has been made.

The winner of the prize will be entitled to receive for the drama the sum of one thousand dollars, or decline the prize and hold the drama as his or her own property. All dramas must be received at the offices of our American Humane Education Society, 19 Milk Street, Boston, on or before March 1, 1908, and on each of the envelopes must appear the prize offer for which it is written, as we have several prize offers which must be kept entirely separate.

GEO. T. ANGELL.

Competitions for this prize were originally limited to January 1, 1908, but on further consideration it has been decided to extend the time of competition to March 1, 1908.

GEO. T. ANGELL.

The National Forests and the Lumber Supply.

FROM THE GOVERNMENT YEARBOOK.

A point in the industrial progress of the United States has now been reached where development of the country is made, not in the face of the forest but with its essential aid. The old process of exhausting the supply of timber in a region and then seeking new fields is practically over. Already the lumber industry is turning back on its tracks. A quality of timber is eagerly sought in the Lake States which a few years ago was ignored as utterly worthless, and in the south the whole pine region is being gone over in a close search for the old field pine, a tree once despised but now bought up at prices much higher than those formerly paid for the magnificent timber of the virgin forests.

A publication just issued by the Department of Agriculture, entitled "National Forests and the Lumber Supply," defines the important part which the National Forests are destined to play in the economic development of the country. Abuses have grown up under the laws which provide for the disposition of public land, notably the segregation of large holdings of timberland for specu-

lative purposes. Timber from the National forests is now purchased by the thousand board feet, and payment is made upon the actual scale of the logs when cut. Two dollars and a half per thousand feet is comparatively low as present charges go, but since the cut ranges from 5,000 to 20,000 feet per acre, the government receives from five to twenty times as much for the timber as it did under the timber and stone act.

Public opinion now demands, not that the government should dispose of its remaining timber lands as rapidly as possible and leave it to private enterprise to exploit the forest hastily, but that what remains of the national forests should be more conservatively used. The government has been forced into the lumber business solely in order that a supply of forest products may be guaranteed to future generations.

Probably 65 per cent of the total stand of merchantable timber within the forests is located on the Pacific coast, where for a long time the enormous supply of privately owned timber will satisfy most of the demand. This more accessible

private timber surrounded the forests as the meat of an apple surrounds the core. It has been entirely eaten away in many places, while in others it is locked up by speculators. The thing to remember, then, is that this immense body of public timber is there as a great reserve against the time when private timberlands will be depleted, and for use as a weapon against monopoly.

The first effect of national forests upon prices, particularly where there is still a great deal of available timber, is to raise the price of outside stumpage toward its actual value by withdrawing the excess supply of low-priced timber from the market. But later, as the supply of timber dwindles and values are forced upward by speculative holdings, the effect of the forests will be to check the advance of prices.

In the virgin forest, growth is just about balanced by decay. In the western forests, however, natural deterioration is greatly augmented by forest fires. The fires usually do most harm by damaging merchantable timber, but, great as this injury is, vastly more ac-

tual loss in forest wealth results from the yearly burning over of the grass and undergrowth of the forest. Ground fires do not consume the large trees, but they destroy seedlings outright and injure growing trees so that they quickly decay. Finally, the forest floor, composed of a mould of needles, twigs, and mosses, is burned away.

Far beyond the present influence of the National forests up on the lumber supply will be their importance in the future. The United States is now facing a shortage in the stock of available timber. The yield from the national forests will aid greatly to bridge over the period in which mature timber will be lacking, a period which will last from the time the old trees are gone until the young trees are large enough to take their places.

The definite result, therefore, of the sale of timber from the Forests will be to sustain the lumber business, to maintain a steady range of timber values and so discourage speculation, and, far more important still, steadily to further the uninterrupted development of the great industries dependent upon wood.

The Awakening of China.

CHOW-TSZCHI, CHARGE D'AFFAIRES OF CHINA, IN "VAN NORDEN MAGAZINE."

Progress has, at last taken hold of China. Attempts to galvanize the giant out of his sleep of ages have been made many times, but until recently they failed because the giant was not ready to awake. Now he has roused himself, stretched himself, and begun to put his house in order. It was time. Had he not awakened when he did he would have found his house in possession of strangers, and the strangers would perhaps be quarreling among themselves over the right of possession.

The lamp of reform, which was lighted more than ten years ago, and flickered fitfully, now blazing up into a flame that looked like a conflagration; now dying away or being stamped down until only the wisest could see that the embers

still burned, is at last burning steadily, its glow increasing day by day. China is getting ready to take her place among the great civilized nations of the world.

Large bodies move slowly, and it is a more tedious and difficult work to reform 500,000,000 of people, spreading over half a continent, than it is to reform a smaller nation. Then you must remember that until a few years ago we had no railways, no telegraphs in China. Our only means of communication between widely distant places was by boat and cars or by mail carriers on horseback.

Another most important condition to be taken into consideration in discussing the reform of China is the age of the people and their reverence for tradition. It is a little difficult for you

young western people to comprehend this condition to the full extent of its importance, but every oriental understands it. China, you see, has grown upon seven thousand years of tradition; her authentic history begins before Abraham lived in Palestine, before the Greeks besieged Troy; her greatest philosophers lived and taught the most perfect philosophy that has ever been given to man more than 3,000 years ago. This philosophy has been the sole mental diet of China all these years. It was sufficient food for our fathers, therefore it is good enough for our palates; such is the principle that is born and bred in every Chinese. Education we have ever had, but our education has been based upon a different principle from that of the rest of the world. We had little or no communication with outside countries until very recently; consequently we had very little need to know anything about them; we were happy in our own simple way because we were philosophers, and we taught our children to be philosophers in order that they might be happy. We had no machinery; our people lived on the land as farmers, and as time was no object, it was their delight to conceive and to make beautiful things; hence the art that has made us famous the world over.

This tradition, this philosophy, this education have made of us the most conservative people on earth. Had we been able to prevent foreigners from coming into China we should have continued on down the ages, happy in our own way and at peace with all our neighbors. I do not say it would have been good for us, but had I not been educated in a modern institution, I am quite sure I should have thought, as many millions of my fellow countrymen still think, that it is a thousand pities the foreigners came like the serpent, into the Eden of your Bibles, and tempted us away from our innocence. But the foreigners came; we could not keep them out. The results of these efforts are history, full of wars, rebellions and slaughter of innocents, who had no idea what the trouble was all about.

REPORT OF IMPERIAL COMMISSION.

I will attempt to trace the history of the awakening of China, the instilling into our people of the knowledge that were done differently and perhaps better elsewhere; that railways were more rapid than junks that telegraphs saved endless trouble, that machinery could do in a few hours what human hands required months to perform, and all the other ideas of progress which were the result of the influx of foreigners.

The imperial commission which visited this country and Europe one year ago, upon their return submitted an elaborate report of all they had seen and of all they had gathered to the throne. After studying the report and giving it due reflection, his majesty, the Emperor Kwang Hsu, issued an imperial edict, the most remarkable document ever emanating from a sovereign of China. Its salient and strongest points read:

"We have been instructed by her majesty, the empress dowager, to make it known throughout our country that the laws and statutes of the present dynasty have been changed from time to time by your wise and august predecessors, and have been gradually molded into their present excellent form. But now being in communication and harmony with other countries of the world, and learning that their constitutions and laws have been derived from other countries, while our country has remained steadfast to its traditions of many centuries, we realize that we are retrograding rather than progressing. Unless we profit by the example of other and more enlightened nations and change the laws on our books we cannot hope to satisfy our people nor give satisfaction to the revered memory of our ancestors. Therefore we have sent special commissioners to foreign countries to note, observe and study their wisest laws and report to the throne."

The first immediate result of this remarkable utterance was the establishment of several new departments, or boards, I may call them, of administration. The most important of these is the ministry of transportation and com-

munications to manage the railroads, navigation, post offices, and telegraphs, at the head of which ministry we find H. E. Tong Shoa Yi, who was formerly vice-president of the ministry of foreign affairs. He is a graduate of an American college, and his chief assistant is Shao Ki Alfred Sze, a graduate of Cornell, who has been selected by the government to be adviser on railroad affairs of the board of communications.

BOARD OF AGRICULTURE.

Another new and important board is that of agriculture, commerce and public works, at the head of which is Prince Chen, son of Prince Ching, the prime minister. Prince Chen is one of the most traveled members of the imperial family, and has visited the United States, Europe and Japan several times. With his distinguished father he stands in the front rank of the modern reform movement in China.

A third important department of recent birth is that of education, which has already made immense progressive strides.

The education of women is also already making itself felt. The Chinese have always kept their women at home, and their main education, until recently, was mostly and generally in housework and domestic duties. Now the Viceroy

Yuan Shi Kai has provided funds for the building and opening of a women's college, and many of the more enlightened mandarins, as well as the wealthier merchants, are sending their daughters to the new women's college in the city of Tientsin. The empress dowager has also granted a large fund for endowment of several girls' colleges, one of which, in Peking, is exclusively for the daughters of the nobility. She has likewise ordered the provincial governors to give the widest range to the education of girls.

The judicial department has also been made an independent board, and to it has been intrusted the framing of the first Chinese constitution. Diplomatic appointments are to be given only to those who have grown up in the consular or diplomatic service, and who are well schooled in it. The use of opium, like the binding of the feet of our women, is to be abolished.

A really phenomenal and suggestive fact is that China, even under the old regime, has sent her brightest young men abroad to study in universities. They have gone all over the world, but she favored America especially, and it is remarkable how many of the men educated in American colleges are now filling the highest executive and diplomatic positions under the Peking government.

One of New York's Great Men.

FROM "EVERYTHING."

There are seven or eight hundred thousand Jews living in the New York ghetto, which is a big slice of the East Side, and they form a big city within greater Gotham. There isn't a more distinct and picturesque, nor more genuinely interesting population in the world. Outside of London, it is the biggest of all ghettos and certainly it is the richest, although there is distressing poverty there. Yiddish is the tongue spoken. It is a mixture of Hebrew and German. There are papers published in this dialect;

there are theatres where it has a spoken drama.

No better acting is seen on Broadway than in these Yiddish theatres. The Jew has bred more artists than any other race. There are Jews among the greatest of English, French and German speaking players. Rachael is one instance, Bernhardt another. The Irish and Jews, in fact, have contributed more actors and actresses to the American stage than any other peoples. It is Jews who control the Theatre Trust.

But the Yiddish drama is recent. It is the work of the man who is called the father of it. He wrote the first Yiddish plays worth a mention and they are good according to any standard. He is Abraham Goldfaden, now a New Yorker.

If he were English or American, French German or Italian, he would be world famous, for he is a true literary genius, a creator and an artist. Being a writer in a bastard tongue, with a humble and alien audience, he has gotten scant notice from New Yorkers as a class. He has no press agent and in his sphere of work does not need one. Every patron of the Yiddish drama knows and reveres him. If he was a politician with a following of 700,000, Tammany would be after him with any job or office in hand that he might wish. Being a poet, he doesn't count much in gentile estimation.

He not only writes plays, but songs for his people. He is a talented composer and his music has the quality of tears and breaths the hopes, the fears and the aspirations of a long oppressed people. But he is not a trained musician. In fact, musicians scoff at him, because he does all his work in the most primitive way; in fact by ear. He will sit at a piano and

let his fingers wander over the keyboard at random improvisation until a theme is in obsession. Then a new song is born and he has at his elbow some one who understands notation to put it into writing.

He is now sixty-seven years old and says that his new play will be the last from his pen. He was thirty-four when he conceived the idea that there should be plays and players in Yiddish. He had a bitter struggle, like most innovators, to get his public to come to him. He not only wrote the dramas for his theatre, but trained actors and painted the scenery with his own hands. Now there are Yiddish theatres wherever there is a considerable population who speak that dialect. But this poet does not expect his life work to long endure in this country. The Jews are getting too prosperous to stay long in the ghetto. They are steadily leaving it for a broader and more American life. All the children learn English in public schools and are going to take a great part in the life of the new country. Perhaps Jew managers of Gentile theatres in time will call for the translation of all Goldfaden plays. They are worth it.

Human Vultures Appeal for Graft.

Encouraged, doubtless, by the success of the Manufacturers' Information Bureau and the Corporations' Auxiliary in grafting on the business element of the country, the Joy Detective Service of this city has been sending out "confidential circular letters in which a strong bid is made for patronage.

The frank, cold-blooded manner in which this Joy bunch of grafters talk about furnishing thugs, spies and scabs to smash strikes and disrupt organizations is somewhat astonishing. There is probably no country in the world—not even Russia—in which such brazenness would be tolerated by public opinion as is revealed by the greedy vultures who operate these spying agencies and rear incubators.

When reading such appeals for dirty

business as follows one is compelled to marvel and wonder how much lower human beings can sink. The world has always cursed a Judas, but it appears that the thug agencies and their patrons are preparing to sanctify the treason of Judas and place a halo of glory upon the head of every degenerate who is willing to prostitute whatever little manhood he may have had for a few crime-tainted dollars.

Let honest men read the following and ask themselves whether there are any deeper depths of degradation into which lost manhood can sink:

DEAR SIR:

This Service makes a specialty of handling labor troubles, either existing or contemplated.

We break strikes in all parts of the

United States and Canada, and are prepared to submit a list of references from manufacturers and others who have employed us during the past five years.

We have in our employ experienced guards for the protection of life and property during strikes and lockouts. These men are all over six feet in height and selected for their ability to handle this class of work. All have seen strike service, many hold state and city police commissions, and should not be confounded with guards furnished by our imitators and recruited from slums of the cities.

We furnish secret operatives of all trades, UNION or NON-UNION, for work in mill, mine, factory, store, etc., for the purpose of securing inside information.

Is your shop being unionized?

Is your output being restricted?

Is the union running your shop?

Is material being wasted or stolen?

Have you a "shop committee," and who are they?

Do your foremen show favoritism?

Are you losing castings in your foundry?

Do you care to know what is being done at union meetings?

Let us place a mechanic operative with you and find out.

In handling strikes we take entire charge of the same, furnish necessary guards to protect men while at work or escort them to and from work if boarding outside.

We employ, transport and deliver non-union men to fill up affected plants.

We charge no premium on such me-

chanics, but employ them at price per day you wish to pay them, charging only for the actual time agent may be engaged in securing them.

Men employed by us will be taken to affected plant by our guards and safely delivered and strikers not permitted to molest them.

We have found from experience that strikes are broken quickest where new men are boarded inside or adjacent to affected plant, and we are prepared to fit up and maintain temporary boarding quarters, furnishing colored cooks, waiters, etc. Our captains are thoroughly competent to handle such boarding quarters, making same practically self-sustaining. Sanitary arrangements are carefully looked after, and nothing is allowed to go to waste.

Secret men attend all meetings of unions and report proceedings. This service possesses the necessary equipment, such as Winchester rifles, police clubs, cots, blankets, etc., to handle any sized trouble. We are represented in all of the large cities of the United States and Canada, and a representative will call on you free of charge upon request.

The Joy Detective Service, Inc.,

Or J. D. Scott, Cleveland, O.
1110 New England Bldg.

The people who are unorganized should become aroused to the danger that confronts them. They should not expect the unions to do all the fighting to prevent this country from being turned into an oligarchy, in which the rich rulers will be those who are able to hire the largest private army of thugs and spies to keep the people in subjection.—Buffalo Progress, Aug. 8, '07.

"Unto the The Third and Fourth Generation."

TRANSLATION MADE FOR "THE LITERARY DIGEST."

"One cannot be, with impunity, the son of a drunkard"—so says Dr. A. Joffroy, a French physician, who writes on "Alcohol and Alcoholism" in the *Revue Scientifique* (Paris, July 13). Dr. Joffroy's article reads in places like an old-

fashioned temperance tract, but it is in reality a pitiless scientific statement of facts. Diseases, the author points out, are of two kinds, those that attack persons in normal health, and those that touch only those who are predisposed to

them. To create such morbid predispositions alcohol is eminently suited, and in this way it strikes down not only those who abuse it, but their descendants, often ceasing its ravages only when it has obliterated a whole family. We can quote here only a small part of what Dr. Joffroy says. First comes his division of diseases into the two categories mentioned above. We read:

"In the case of some diseases (scarlet fever, smallpox, plague, etc.) the pathogenic agent produces the specific malady in every one exposed to contagion, whatever may have been his previous condition of health. But, on the other hand, there is a whole class of diseases that attack only such as are predisposed. Of one hundred infants fed in the same way, one or two will become abnormally fat, because, for example, the father had gout or the mother diabetes.

"But hereditary predisposition exists also with nervous diseases, and alcoholism is one of the most effective means of creating such predisposition, as well as of developing it where it exists. To have chorea or rheumatism, for instance, one must have obese, nervous, alcoholic parents. A man may be seized with shaking palsy, following some violent emotion, * * but heredity must be present to facilitate the action, and alcoholism is generally found to be at the bottom of this heredity."

In mental diseases, Dr. Joffroy goes on to say, the role of heredity is greater still. We may almost say that predisposition is absolutely necessary for these. The author rejects the classification made by some authors who divide mental disease into those of the normal and abnormal brain. The former, he thinks, do not exist, a diseased brain being always abnormal. Even poisons that act on the brain select those who are predisposed, and this is eminently true of alcohol itself. Predispositions (generally alcoholic) determine the special form of drunkenness and explain why wine makes

one man gay, another sad, another quarrelsome. Likewise, heredity predispositions explain why alcoholism results, with one man, in an ulcer of the stomach, with another in cirrhosis of the liver, with others in paralysis of one or another set of nerves. The writer continues:

"On epilepsy the action of alcohol is quite clearly manifest; sometimes a subject plainly epileptic from infancy takes to drink at about twenty, with the result that his attacks increase in violence at each excess; sometimes a man of thirty to forty years who has only slight seizures in childhood begins to have the characteristic attacks, which disappear or lessen when he becomes abstinent. * *

"In order that I may be clearly understood I will repeat the definition that I have given elsewhere of incipient degeneracy: 'The totality of organic defects, of hereditary or acquired origin, which, by lessening organic resistance, create new morbid aptitudes and make causes pathogenic when of themselves they would be powerless to injure a normal organism.'

"And I repeat again that, in the creation of these new morbid aptitudes, this hereditary predisposition, which dominates almost all pathology, alcoholism stands preeminent, doing more harm and counting more victims than tuberculosis. Alcoholism, in fact, not only affects the individual, but its effects are continued to his descendants. One can not be, with impunity, the son of an alcoholic. Alcoholism begins with the father and strikes down his children; and generally its action continues, until, in the fourth or fifth generation, it has destroyed the family. But before this final result is reached, the alcoholics and their descendants are, according to circumstances, hurled into disease, madness or crime, filling our hospitals, asylums and jails, as I have already said.

"Blind indeed are those who, ignorant of the dangers of alcohol, see in it only a source of revenue!"

"Grace thy house, and let not that grace thee."—FRANKLIN.

Getting Human Again at Old Bill Muldoon's Place.

CLARENCE L. CULLEN, IN "WASHINGTON STAR."

"Solid Muldoon" wasn't named for or after William Muldoon, the man who runs the Institution for the Rehabilitation of Rundowns, up in Westchester county, near White Plains, at which Secretary Root has been strenuously rustivating—if working harder and longer than a piano-mover or a hodcarrier be rustivating—these last few weeks. But "Solid Muldoon" expresses Billy Muldoon all right, and it, or he, or whatever "Solid Muldoon" may have been or is, might well have been named for that statuesque and yet non-posing individual with the face and the will of iron.

After you know Muldoon, have watched him in action and studied him in the article of ruling with his rod of steel, you ever afterward associate him with ice, because of his undeviating frozen imperturbability; with discipline and despotism, because he is concrete, compact and congealed of both of those things. Muldoon presides over the House Sans Argument. His nod is the law. Your minutest violation of the terms expressed by one of his nods means your perpetual banishment from the establishment. Multi-millionaire, judge, celebrated actor, jurisconsult, governor, poet, industrial captain—they all yield to Muldoon when they go to him. Yield, that is, if they want to remain with Muldoon until they are rebuilt. Failing that sort of implicit obedience—why, then, there is the door and the gate, and a man handy to tote the fractious one's dunnage to the station. And, once shown forth from Muldoon's in that way, there is never any getting back.

Washingtonians getting to the grizzled stage, by the way, ought to remember this Muldoon man. Before he "arrived," fifteen or sixteen years ago, he was around Washington quite a lot. He was associated at that time with Bob Downing, the Washington tragedian. Downing was doing "The Gladiator"—what boy of that dimming time doesn't remember Spartacus' sonorous address

to the gladiators — "Yeh call meh che-eef," etc.? Muldoon was Downing's mate in the combat of the arena, getting himself neatly slaughtered every night, of course, by the puissant Downing-Spartacus. Matthew Arnold, visiting the United States about that time, saw Muldoon do his little stunt with Downing one night, and a little later he saw Muldoon in a wrestling match—he was the champion wrestler in his day.

"There," declared Arnold, a keen critic of art and men, as he watched Muldoon making ready for the fray, "stands the handsomest man in the world."

HARDLY FLATTERY.

It was an uncompromising pronouncement, and yet most men who remember the Muldoon of that day, and a bit later when he figured in unpadded Greek and Roman posings, were very willing to agree with that enthusiastic verdict from the lips of a man who, normally, was most uncommonly unenthusiastic, for at that time, it would have been hard to imagine a more splendid-looking human being than Muldoon. And, in spite of his grizzledness and that cast as of chilled steel which time has set upon his face, he is an extraordinary combination of remarkable physical power and of perfect grace up to the present time.

Of his immense strength, exhibited in quite an impromptu but humorous way, I recall a little instance which Baltimoreans and some Washingtonians of the old crowd are sure to remember.

Maurice Barrymore and a company of clever people gave an open-air performance of "As You Like It" near Baltimore for the benefit of a Baltimore charity. Barrymore, of course, was the Orlando, and Muldoon was his wrestling mate in the piece.

The two men had often done this wrestling stunt together, the requirement of which, of course, is that Orlando shall ingloriously throw the other man. Now, one of the kinks of Muldoon, as it is of all athletes and of powerful men who don't go in for athleticism, was that he

couldn't stand being tickled. It made him, first, hysterical, and then angry, and then clean savage all through.

Knowing this, Barrymore on several occasions when the wrestling match in "As You Like It," was in progress took a malicious delight in tickling Muldoon's ribs while they were in the throes of the contest. On all of these occasions Muldoon stood the tickling only by the exercise of tremendous self-control, in order not to break up the scene, but it always made him dead sore, and he invariably protested angrily to Barrymore after the scene. But Barrymore, who was always, up to the time of his mental affliction, a good deal of an overgrown boy, never paid any attention to Muldoon's fuming over the tickling business.

Before this open-air performance of "As You Like It" near Baltimore Muldoon spoke a little piece to Barrymore.

"Look here, Barry," he said to the actor, "there'll be none of that tickling foolishness this time. You'll promise me that."

Barrymore told the athlete not to be a cry-baby before he got hurt.

THE ULTIMATUM.

"But I mean it; I'm in dead, sober earnest," said Muldoon. "This ought to be a fine performance. The best folks around here will be on hand. And as the performance is going to be out of doors there'll be no curtain to drop in case the scene gets mangled. Now, I can't stand that tickling stuff. You know that. I'm not fooling. I can't stand it. And if you tickle me during the wrestling stunt at this performance I'm going to mangle the scene up beyond recognition. You hear me. I sure am. You'll be sorry if you tickle me this time, Barry. I'm telling you honest."

Barrymore laughed over the serious way the athlete was taking what he considered a trifling matter and forgot all about it.

And so during the wrestling scene at the open-air performance Barrymore, never believing that Muldoon could have been in earnest about mangling the scene, couldn't resist the temptation to drag his fingers up and down the

inviting ribs which shone through Muldoon's gauzy shirt.

It happened. And nobody who was on hand to see how it happened will ever forget the screaming funniness of it.

"Al right—I warned you, remember," Muldoon could be heard grunting to Barrymore by those in the forward seats, and there was the light of a profound determination in Muldoon's gray eyes.

Then the athlete grabbed the powerful Barrymore—who, it may not generally be known was in his youth, the champion middleweight pugilist of England—around the middle as if he had been a sack of salt, calmly placed him over a forward-planted knee, and proceeded to give one of the finest and most realistic imitations of an angry mother using the back of a hairbrush on the anatomy of her disobedient offspring ever seen on any stage under cover or out of doors—only Muldoon used his hard and powerful palm for it.

Then stretching the struggling Barrymore out at full length on the grass, as if he had been a kippered herring, Muldoon proceeded to tickle Barrymore, himself particularly sensitive to that kind of thing, till the actor howled and roared and all but foamed at the mouth.

The scene was hopelessly broken up, and Barrymore didn't like it, of course. It made the performance a joke. But Barrymore was game enough to take his medicine for his foolishness, and the two did the scene over again, after retiring. But the audience was convulsed, and remained in that state till the finish, despite the efforts of the performers to bring the crowd back to a state of seriousness.

UP AT HIS PLACE.

Back in the summer of '98 I spent three days up at the Muldoon place, just to see how the thing worked. There has been some extraordinary stories of the way Muldoon disciplined his "patients," and it seemed worth while to ascertain if these stories were based on fact. I found that the stories were true, right enough, only a few of them had come up to stating the real facts as to the indomitable disciplining methods of the head of the Muldoon institution. But

Muldoon had results to show for his system. Many scores of columns have been printed lately—since Secretary Root was discovered at Muldoon's place—about the singularly heroic methods Muldoon employs in his making over of men in bad physical shape, but it would be difficult to exaggerate the "before and after" stories of these cases. Nobody who writes about Muldoon can be accused of attempting to boom his curious institution, for he always has three times as many "cases" as he can receive on his waiting list, and his scheme had made him an independently rich man long before his plant received any newspaper exploitation at all. The difference between the average man as he looks when he goes in for the Muldoon system and as he appears when he comes away from the place could not possibly be greater than those seemingly wildly exaggerated "before and after" cuts that used to be run with the old-time patent medicine advertisements.

You'll see, for example, some almost down-and-out elderly stock broker lining up with the Muldoon bunch at the place up in Westchester. The broker is a rounder and an all-night man. He is fat, wheezy, puffy, pouchy about the eyes, grossly heavy, color of saffron, so scant of breath that he chokes in the night, soft as a woman, and muscles absurdly flabby, liver in incredibly bad shape, and, in general, a perfect example of a modern New Yorker who overeats and overdrinks, and overdoes everything. When, after about six weeks, he comes away from the Muldoon plant, and reaches New York, his friends don't know him, can hardly believe their senses. The middle aged rounder is trig, alert, springy of step, down to his ideal weight, color ruddy, eyes clear as old-fashioned taw agete "glassies", muscles working up and down, and in play with every movement, and the whole mechanism working with the precision of a thousand-dollar watch. I've seen scores of cases like this, and some of them were little short of amazing.

But going through the Muldoon thing isn't any snap, as every man who ever braced himself to stand the ordeal, and

stood it, will willingly testify. It means, especially at the outset, that kind of fatigue which seems unbearable—aching muscles, throbbing legs, acute thumpings throughout the system that feel like the "growing pains" of childhood, and a submission to dictation such as few men, and especially the type of rather arrogant successful men of affairs, who visit the Muldoon place, are used to.

And, as simple matter of course, this discipline thing is at the bottom of the whole success of the treatment.

HOW THE SYSTEM WORKS.

Any man, sufficiently well-to-do to afford the time and the apparatus, can—or he may imagine he can—go in for a period of abstinence from harmful indulgences, tossing the medicine ball about, riding horseback, boxing, calisthenics, pulling weights, and all that sort of thing.

But not one man in a hundred thousand can force himself to do that stuff systematically and with undeviating method, without somebody by to bulldoze him and keep him worked up to the pitch where in the midst of the misery of pain, he will keep on feeling that he's in need of such strenuousity. That's where the discipline part of it comes in.

A very celebrated actor was at the Muldoon institution while I was there. The actor had only reached the place a few hours before my arrival. He was, in fact, just returning from the long horseback ride with Muldoon, and the rest of the cavalcade, as I got in. Dismounting, the bunch were required by Muldoon to strip for a shower bath. The actor was taking his time about that, though, for he had something else in mind. He dropped around to the side of the house for a cigarette. Now, Muldoon, while he allows the smokers a cigar after each meal, hates cigarettes with a virulent hatred, and every man he takes in must promise, before being accepted, that he will not smoke a cigarette while he is at the place. The actor, however, regarded the promise he gave as a mere little amiable white one, and he was taking his cigarette when Muldoon, who missed him from the bathing party, strolled around to where the

actor was puffing away and inhaling the smoke into his lungs.

"You've just time to make the 3:47," Muldoon said to the actor man, the iron but rather agreeable smile on his face.

"How?" said the actor.

"The 3:47 train for New York," said Muldoon. "Your stuff is being packed now. The buckboard will be around presently. Here is the month's payment in advance that you made me," and he pulled a roll from his pocket and shredded off the money the actor had given him upon being received.

That was all. The actor at first protested, then became angry, then implored. All to no purpose. Muldoon turned his back upon him and walked into the house. The actor followed him, still imploring, and promising to cut out the cigarettes. No use. Muldoon went to his office, and when the actor demanded to see him, sent out word that he was too busy to be seen and that he couldn't see him any more anyhow. The actor took the 3:47 for New York all right.

FIXING SENATOR DEPEW.

Senator Depew was a wreck, certainly in body, and with a mind that was perilously close to being clouded, when he went to Muldoon's as a last resort a couple of years ago. Being Senator Depew, he naturally figured that the thing would be somewhat eased up in his case; that he wouldn't have to go through the stunts required of the other elderly men of less distinction.

And so when he was ordered into the class of calisthenics with the other old-timers of the class the senator smilingly advanced toward the platform on which Muldoon was standing in order to tell him, in his humorous way, just why the calisthenics business wouldn't answer in his case.

"Sit down, sir," said Muldoon, calmly noticing the senator approaching him.

"But," Depew started to say, that well-known oleaginous smile on his features, "I want to——"

"Sit down, sir!" said Muldoon, sharply this time.

"Just a moment," said the senator, a

bit chagrined in appearance, but still advancing upon Muldoon. "I've had one amusing experience with this calisthenics experience, and I want to tell you——"

"As you were," said Muldoon to the class in calisthenics, bringing them to a standstill. "Now, sir," turning to Senator Depew, "I want you to sit down till I get through with this crowd. This is not a jokefest. Neither is it a pocket edition of 'Half Hours With Celebrated American Humorists.' It's a work half hour, and I am busy. Sit down, sir."

Senator Depew sat down. And he stayed sat till the class was through. From that hour he was the most tractable man on the ground and the sign was on it when he came away, two months later, literally yanked back from what seemed a hopeless decrepitude of body and mind.

I never enjoyed a little period more than I did the three days I spent at the Muldoon place—for it was fine just to lounge back and watch 'em work—fine! The Muldoon farm is nearly thirty acres in extent. The houses in which the patients live, the gymnasium and all out-buildings are situated on the very top of one of the highest hills in Westchester county, and there's a fine view of Long Island Sound from the rear. The beautiful estate of Ambassador Ried faces the front of Muldoon's place. The Muldoon house itself is an old-fashioned Quaker gray building, two stories in height and built in the old Dutch style of architecture, with overhanging eaves. The walls are covered with ivy and wistaria, and in the vines thousands of birds chatter, for nobody is allowed to shoot a gun on the Muldoon grounds.

Oh, it's the beautiful place to lounge and loaf—that's what the hapless chaps who face the Muldoon ordeal invariably say unto each other when they look around the place and long to enjoy the peace of it. But all of the loafing that's done at the Muldoon Institution for the Making Over of Men could be placed in one corner of Muldoon's eye, and he hasn't got any too much room in the corners of his eye, either.

When Music Filled the Air.

FROM "EVERYTHING."

Loafing about in the world as we have done; falling into a play house here, or a playhouse there; enjoying oftentimes the "courtesies" extended to the press and having, if we wanted, a seat in the right place—we thought we had heard some music. Critics had raved over certain performers whose names became world-wide; the creations of Wagner had set men mad—and Paderewski and a troop of lesser lights had pawed the ivories and brought forth a concord of sweet sounds, and it was presumed by us that men and women were truly the musicians of the world. True, in the sunny south we have heard the mocking bird trill his beauties; we had listened to the Landler tune, and watched the moonbeams quiver, and we felt of course that birds could sing their lays—but we never knew what harmony and what real music was until the other night. On a fishing excursion we camped in the woods and choosing the ground for a pallet and the sky for a covering, we laid us down to snooze. The woods where we camped were oaks, stately, tall and grand—towering a hundred feet and more toward the stars and they were two hundred years of age—beautiful in form, majestic in their towering strength. At our feet fifty yards away laid a lake whose surface was as smooth as a plate glass mirror—above, the stars shone brightly—but the mantle of night was drawn—the moon was not on duty, and around us and about us, was darkness—dense and deep.

It was our intention to fall asleep at once; a day of fishing and walking and idling had made us weary—we expected to doze within a few moments after lying down—but a man would have been a spendthrift—a profligate, had he squandered his time in sleep while there was so much to hear. The woods were alive, literally alive with insect life—the crickets, the locusts; the frogs along the water's edge; a thousand voices unnamed and unnumbered, except to naturalists, who perhaps might have known—and then across the pond—the lake—was

a concert of surpassing grandeur. Nothing from the flutes and pandean pipes, nothing from the throats of men or women—but at least forty voices, trained as carefully as ever man was trained—forty bull frogs broke away and started the night of song. Like the old Greek drama—it was a musical recitative—the choruses intoned, and the metallic mask worn in the old days could have added no resonance to those voices which filled the midnight air.

Italy, with her passionate grace and refinement, where song was born, never gave sonata, cantata, symphony or overture such as this primeval forest gave—the bold, grand splendor of the vocal harmonies was never touched in key or pitch or scale—and Jomelli, Mozart, Spontini, Rossini, may have electrified the world with the melody they made—but it were mechanism and mockery compared to the bull frog whose surpassing splendor made the Lake of Hamburg a modern Florence. There was the bass, the baritone, the tenor, the contralto, the soprano—and there was genius and there was ardour, and there was zest and zeal. There were no trombones, no tubas, no bassoon, no clarinet no flute or drum—but there was music—a grand, wild chorus—a scheme of harmonies equalled only by the stars that studded the heaven's blue. It was a Greek theater—the open air—but each singer and each musician did his level best—and his level best was all you might be listening for. Each tree seemed alive with something or other—a locust here, a cricket there; a something yonder and other voices strange to us—but mingling in the grand chorus with absolute precision. A dozen hoot owls played their parts, and yonder in the woods a partridge who had lost his mate broke in every now and then with his Bob White—a pathetic call—but not at all jarring to the ear.

When we say that for four hours we listened, enraptured, to this wild, weird song; to say that we enjoyed the concert with a keener appreciation than ever

mortal man appealed to us, is to state a fact—and be it known we have drunk no likker for many, many years. The man who thinks that there is no music in those woods out there and in that lake, is sadly mistaken and he looses much if he fails to take a night off and hear the songs.

Talk about your Pattis and your Jenny Linds and your cheaper imitat-

ors of later years—they are not in it—do not approach the music that the bull frog orchestra and the insect accompaniment gave, and gave it free as God's sunlight. It was worth the price—just those four hours, and if we can steal the time we are going again, and we are determined to remain awake until the last sound dies—the last voice is stilled!

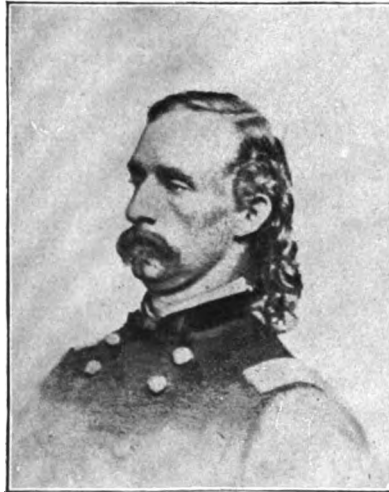
Biography of General George A. Custer.

BY WILLIAM O. LEE, LATE Q. M. SERGEANT, 7TH MICH. CAVALRY.

June, 1839, at New Rumley, Harrison County, Ohio, a naked and barefooted boy arrived at Mr. and Mrs. Custer's home for a permanent tarry, and they christened him George Armstrong Custer. He thrived and grew as most such youngsters do; passing through the vicissitudes of croup, whooping cough, chicken-pox, mumps, measles, etc., as is usual growing up a healthy, strong and vigorous boy. At the age of twelve he went to Monroe, Mich., with a married sister, where he finished his education, graduating from the high school of that city in 1857. As a school boy among his companions he was a leader in sports and a royal good fellow. When seventeen he learned that the Congressman of the district including Harrison County, Ohio, his old home, had a vacancy for an appointment to West Point. He immediately wrote a manly, straightforward letter asking for the appointment, advising the Congressman that he was a strong, healthy, active boy with a high school education. His application was accepted without the aid of recommendations or any

political pull. June, 1857, he entered on his four years' course, graduating June 24, 1861, and standing sixth in a

large class. He was commissioned second lieutenant June 24, 1861, and assigned to the 5th U. S. Cavalry, arriving at the front July 21, 1861, the day that the first battle of Bull Run was fought. He served successively on the staffs of Generals Phil Kearney, Wm. Smith and Geo. B. McClellan, was promoted to captain of volunteers August 3, 1861, and served through the Peninsular campaign of 1862, and in 1863, being promoted to



GENERAL GEORGE A. CUSTER

Brigadier General of volunteers June, 1863, taking command of the Michigan Brigade of Cavalry composed of the 1st, 5th, 6th, and 7th cavalry regiments on June 27, 1863, while on the march that terminated with the battle of Gettysburg.

On the third day of the battle he led the Michigan Cavalry Brigade against General Wade Hampton's entire command and after two desperate charges drove them from the field, which magnificent charge and victory saved the

day and won the battle for General Meade and his Union forces.

So far-reaching and decisive was that victory, made possible by Custer and his Brigade, that had he never fought another fight, would have left him with so brilliant a record that his name and fame would have passed down through the ages of War History, ranking him among the great commanders of the past; but his fighting ability and record as a commander did not stop with Gettysburg, but grew brighter and more brilliant by the winning of such desperate cavalry fights as Boonsboro, Falling Waters, Brandy Station, Buckland Mills, Kilpatrick's Raid to Richmond, Wilderness, and Yellow Tavern. The Michigan Cavalry Brigade, under his command, became the most efficient, the best fighting and best trained Brigade of Cavalry in the Army; a Brigade that stands with a record that is immortal; a record that is written at the very top of the tablet of history; which record shows that it participated in more battles and skirmishes, won more victories and had more officers and men killed, wounded and captured in action than any other brigade in the service of its country during the Civil war.

They were Custer's boys and he their leader and hero. During the Modoc war in 1873, General Phil Sheridan was asked by a reporter on the St. Louis Globe-Democrat, how long he thought the war would last; he replied by saying, "I don't know, but if the War Department could give me the old Michigan Cavalry Brigade, commanded by Custer as I had it in 1864 and 1865, I would take a contract to wipe out all the Indians west of the Missouri river in sixty days." On General Sheridan's taking command of the Cavalry in the army of the Potomac, the Michigan Brigade was attached to his command with whom he continued to serve in Virginia and Maryland to the close of the war.

In March, 1865, Custer was promoted to Major General of volunteers and put in command of the 3rd Cavalry Division, commanding them until the close

of the war, participating in some of the hardest fought battles in the latter part of the war, among some of them being: Cold Harbor, Trevilian Station, Winchester, Opebun, Cedar Creek, "Sheridan 20 miles away", Five Forks, Duck Pond Mills, Sailor Creek, and Appomattox, taking part in over fifty battles and many more skirmishes besides the campaign through Shenandoah Valley in the fall of 1864.

His command captured 111 pieces of field artillery, in fact every piece the enemy opened on them, 65 battle flags and nearly 10,000 prisoners of war including 7 general officers. His command in all its campaigning never lost a piece of artillery nor a flag. Was there another commanding officer in that great war that could make that claim? If so the records do not show it. Still there was another great honor for him; General Lee's flag of truce at Appomattox was delivered to him as he and his command were on the firing line, drawn up in line of battle waiting the order to advance. After the surrender his division arrived in Washington in time to participate in that great military review, the grandest the world has ever known.

The balance of 1865 and a part of 1866 he served in Texas with General Sheridan.

In the spring of 1866 he applied for a leave of absence in order to accept an offer which had been made him to take command of the Mexican Cavalry which General Jaures was organizing for the purpose of driving Emperor Maximilian out of Mexico. His request being denied, he accepted the position of Lieutenant Colonel in the regular army, being assigned to the command of the Seventh Cavalry. In 1867-8 he gained his first experience and made his first reputation as an Indian fighter in General Hancock's campaign against the Cheyennes, bringing the campaign to a successful termination by giving the Indians a fearful drubbing and defeat at Washita, I. T., in November, 1868.

From 1869 to 1873 he, with his 7th regulars, was stationed at various points,

principally in Kentucky. In the spring of 1873 he, with his regiment, was ordered to the Dakota Territory to campaign against the Sioux chiefs, Sitting Bull and Crazy Horse, who had joined with other tribes of Dakota and Montana, making over 6000 warriors, one of the most formidable Indian foes and combinations ever perfected in the U. S. The following three years he and his command was very active and saw hard service in Dakota and Montana; through the Black Hills country and along the Yellowstone. The spring of 1876 General Sheridan planned a far-reaching campaign against the Indians which he anticipated would be decisive and fatal. Three expeditions were planned, starting from three different points and set in motion, anticipating that they would meet and act in conjunction against the entire aggregation of Indians. They were believed to be encamped near the junction of the Rosebud and Yellowstone rivers. General Crook, with 2500 men was advancing from the east, General Terry with 2500 men, including General Custer's regiment of 600, was advancing from the south, and General Gibbons with a smaller force was following the Yellowstone from the west. June 17th General Crook encountered Crazy Horse with some 200 braves on the Rosebud, and in a short, sharp and indecisive fight the Indians soon scattered and got away. Generals Terry and Gibbons in the meantime had formed a junction at the mouth of the Big Horn without meeting the Indians in any numbers.

After Crazy Horse's encounter with General Crook, he formed a junction with Sitting Bull and the other bands leading their entire forces to the southwest until they were directly south of Generals Terry and Gibbons, on the Little Big Horn, setting up their tepees on the west bank. This move and combination was unknown to General Terry until he was advised by his scouts, when he decided to march upon them at once so as to prevent them from moving again or getting away. He dispatched General Custer and his command in advance to prevent them from moving

to the eastward while he followed by boat up the Big Horn with his and Gen. Gibbons' troops, and with the expectation that they would meet General Custer on the 26th at the junction of Big and Little Big Horn. General Custer as an Indian fighter, and knowing their uncertain characteristics, made a forced march night and day, reaching his destination a day ahead of time. His scouts discovered and reported the Indians encampment early in the morning of June 25th and from their report was mistaken and misled as to the number of warriors in the camp. Fearing the Indians would discover his presence and break camp and get away, he decided to attack them at once and not wait for General Terry. He divided his command into three detachments, commanded by himself, Majors Reno and Benteen. He kept with himself five troops, four with Reno and two with Benteen. Benteen was sent about two miles to the southwest to make the attack from the south while General Custer planned to attack that part of the village directly in his front and Reno was to advance between Custer and Benteen's command and strike the village between their attacks. Benteen seemed to have lost his way or miscalculated the distance which took him too far south of the village and did not get into the fight, while Reno seems to have made a weak and fruitless attack against the south end of the village, became demoralized, allowing himself to be repulsed, retreating back and across the river, retiring to the shelter of a protecting bluff and there remained until relieved by General Terry on the 26th. As arranged General Custer and his five troops dashed almost into the center of the Indian village where they met almost the entire 6000 Indian warriors, as Reno nor Benteen were drawing but few away from the main body, while fighting desperately they were repulsed and nearly surrounded. General Custer realizing that he was facing the entire combination of the Indian forces and not hearing from Reno or Benteen, hastily wrote, using his canteen, a hurry-up order to

Reno, giving it to John Martin, his bugler, "the last man who saw him alive" with instructions to ride fast and hard to Reno. Martin says he had hardly left Custer when he heard a fearful war whoop and looking over his shoulder as his horse was running at his best speed, he saw the Indians rushing onto the troops swinging skins and robes in the faces of the men and horses and hammering on hard rawhide skins, making a fearful noise in their ears, which created a stampede among the horses and men causing the horses to become unmanageable, rearing, running, and throwing their riders, forming a perfect craze of men and horses in which condition the Indians rushed upon them in vast numbers, shooting, tomahawking and butchering them with no chance to defend themselves nor a chance to retreat to a place of defense or safety.

They fought desperately in this position until every man of them was killed, there not being a single man who survived to give an account of that terrible massacre. Bugler Martin's running away view being the most authentic report ever given. He thinks all were killed within five minutes after he left General Custer with the order to Reno. Their bodies were found by General Terry the next day when he relieved the reunited forces of Reno and Benteen, who had been holding their position on the bluff with difficulty. General Custer undoubtedly was killed while using his dead horse for a breast work; for there was found that daring, dashing, brave, brilliant and unconquered hero, "except in death" who never shirked a duty in the face of danger or death, who always said,

come boys, not go, who fought his last desperate fight, fighting to the last, and fell after all his men had fallen around him, dying the death of a soldier, with a smile of satisfaction on his face; conscious that he had fallen as he had lived; a soldier, fought dying for his country and the advancement of civilization; thus died a gallant commander, a leader, a hero.

Unscrupulous critics have at times reported that if Gen. Custer had not disobeyed orders in going into that fight he would not have been killed nor his men massacred. Gen. Custer was a soldier, he never disobeyed an order. There was no order that he should not attack the Indians if he met them, there was simply an arrangement that he and Gen. Terry's command would meet at a given point on the 26th, the law of Indian warfare was, and always has been, to attack them when and wherever met when on the warpath. When General Crook met Crazy Horse in this same campaign he attacked him. General Terry would have done the same thing. General Custer would have been called a coward and court martialed if he had not attacked them and they had gotten away. General Custer *didn't* and never was known to disobey an order given by his superiors; he himself was a commander and a rigid disciplinarian; the soldier who would criticise or report that General Custer disobeyed orders should be drummed out of camp and disgraced, and the civilian that would make such a charge should be deprived of citizenship and banished from the U. S. We that knew and served with him know that such criticisms are false and malicious. Custer never disobeyed an order, and never shirked a duty.

The Only Fear.

ROY FARRELL GREENE, IN "SUNSET MAGAZINE."

Have you a something of moment planned
Of work, or barter, or sale?
And do you now, like a craven, stand
Deterred by the fear you'll fail?
Then may this message of mine ring clear,
And prompt you your wings to test:
The only failure a man should fear
Is failure to do his best!

EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

C. D. KELLOGG, Editor.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

"To The Editor."

We have received a letter from Mr. A. Wangemann, Ph. D. 2720 Ridge Ave., Chicago, Edgewater, Ill., which we are going to print and on which we propose to make some comments—not however, with the intention of engaging in a controversy with Mr. Wangemann, on the subjects on which he writes so much. The letter is divided into seven paragraphs or questions which we will quote separately so that the reader may have both directly before him. (1) "When cases of self-destruction are investigated by coroners it has become the custom to render a verdict of "Despondency"—very much as easy going doctors certify to "Heart-failure." Both certifications confound the symptoms of lowered vitality with the causes—not mentioned by either coroner or doctor." Of course it would be more truthful if the doctors and coroners would simply say, in such cases, that they do not know, but it would not look quite as "professional." In perhaps a majority of cases it would probably be impossible to tell just the reason for self-destruction. However, it appears to us that this first paragraph is written just as a postulate or a peg on which to hang paragraphs "three" and "four", which are as follows:

"At the bottom the "Despondency" which annually prompts self-destruction of thousands of able-bodied men and women can be traced to faults in our system of wealth production and wealth distribution." (4) "The coroners should recognize the true cause of such suicides as "Economic Pressure" rather than as the inevitable mental attitude of "Despondency," which is a secondary cause only—a symptom of an economic wrong." On the face of it, to the multitude, the verdict of a coroner's jury to the effect that the man came to his death by "Economic Pressure" would, we believe, be just as lacking in explanation as to say he came to his death from "Despondency." Nor do we believe a verdict to the effect that the man came to his death from "Despondency" induced by "Economic Pressure" would be explanatory in anything like a majority of cases, and unless it was so then it would appear to us that Mr. W. has enunciated what he conceives to be a general rule, which is not applicable to a majority of cases by a long shot. We believe the assertions in the third paragraph are almost wholly those of personal opinions, and that the suicides taking place constantly are in no general sense

chargeable to "faults in our system of wealth production or wealth distribution." It seems to us that quite a number of considerations would have to be answered in the affirmative before the truth of the proposition could be established: for instance, has there ever been a time or a system of wealth production or distribution in which and under which there have been no suicides? Undoubtedly not. Is there any reason to think that a system can be devised in which and under which no suicides will take place? We think not. So that we do not believe that "the self-destruction of thousands of able-bodied men and women yearly, can be traced to our faulty system". To our way of thinking for an "able-bodied man or woman" to commit suicide is a simple, simon pure case of cowardice, and if it be charged to our system of wealth production and wealth distribution, then it is altogether probable that under any other system of wealth production and distribution, those persons would remove themselves from the duties it imposed. Indeed it seems to us that to charge any considerable number of suicides, to say nothing about a majority of them, to the "faults of our wealth production and distribution", is a charge that can in no manner or degree be substantiated by the facts. People commit suicide from all sorts of causes, and from no cause, and it would be quite interesting to know what proportion of them are possessed of a modicum of this world's goods. It may be a fact, undoubtedly is, that some suicides are "a symptom of economic wrong," but that is only another way of asserting the imperfection of humanity—when a man gets on the wrong side of the market he naturally thinks the system is wrong, and perhaps commits suicide, but when a man gets on the right side of it and makes a fortune he don't bother himself about the right or wrong of it, but in reality one may be just as much of a symptom as the other. What we mean by that is, that because some men fail under a certain system it is not therefore conclusive evidence that the system is wrong,

but may be simply that the man is out of harmony with the system. The facts are that raising, making, buying, selling and transporting commodities must go on in the world; the manner of doing these things is of human origin and is quite well established, and to think that some men, yea many, would not inevitably go down in this gigantic industrial endeavor and necessity, is to show lamentable ignorance of the magnitude of human enterprise and the impelling obligations of life, and the absolute interdependence of different classes of citizens on the others. That there are wrongs in our industrial system would be silly to deny, that there would be none or fewer in another system devised by man, would be equally as silly to assert.

The second paragraph in the letter is as follows: (2) "When ten men want nine jobs, two things happen. First the wages for nine jobs slide downward. Second, the tenth man has no opportunity to produce wealth. Hence sooner or later he has to starve, steal or become a "worthy" poor of charity." It is quite probable that if there were only nine jobs in the world and ten men who wanted them, that one of them would starve or become an object of charity. We don't think the supposition or any inference to be drawn from it has very much force, and can easily be made to appear so. If there are nine banks in a town and ten men who think they should be the presidents of them, must the one who gets left therefore go and steal, starve or go to the poor house? Ridiculous! Or perhaps being a bank president is not the same as having a job? Well, take all the jobs from that to section hand on a railroad; if nine of them are needed and ten apply must therefore the tenth man go and steal, starve or go to the poor house? Just as ridiculous! The trouble with the proposition is that there are too many men who do not depend on one thing for a means of livelihood; if the man who wanted to be bank president could positively do nothing else then the proposition would have some force and if the section man

could do nothing but tamp ties or the other work on a section the same could be said of him, but such a condition in either case is unworthy of consideration. We are aware of course that there are occupations in which the conditions predicated and the conclusions drawn will have quite a convincing appearance; for instance, if a man who went into a chair manufactory when he was fifteen or so years old and at fifty or sixty years of age had never done anything else but turn chair rounds of one kind, should, for some cause be the tenth man after one of those nine-men jobs, it would look much more as our friend evidently intended us to look at it. But even in such a case it seems to us there are a lot of things a man of that kind could do to keep himself from stealing, starving or going to the poor house. The other three paragraphs seem to bear on this also.

(5) "The natural raw materials of this continent (land) from which the inhabitants produce wealth are hardly touched as yet. Why then must men die and women weep and little children be stunted of normal growth in mind and body?"

(6) The answer is this. The continent does not belong to all of its inhabitants. The land of America, the source of all life, is monopolized by a single stratum of the inhabitants. Naturally these "lords of the land" make personal use of "their" continent by levying a toll on labor and capital for the use of "their" land. This is the situation which brings about "Economic Pressure," in thousands of cases. It is a strong enough pressure to overcome the powerful instinct of self-preservation in the tenth man or woman struggling for a job."

(7) "Is there any moral, social or civic justification in modern society for this monopolizing by a few inhabitants of the only and exclusive source of life? Never you mind details and customs of the past! I plainly ask you: "Is it right, just and wise" for all of the inhabitants? We are quite willing to concede that there are vast

tracts of tillable land that have hardly been touched as yet, and we are now, and have been for a long time, wondering why those tenth men did not avail themselves of the opportunity to become possessed of some of that raw material. Or better still, why did not two of these men go and possess some of that raw material and then there would have been but eight men left for the nine jobs, so that the result would have been, first, the wages for those nine jobs would have slid UPWARDS. Second, the ninth and tenth men would have produced some wealth, and in all probability have helped some other man or men to produce some, and also the eight men could have taken better care of their children, saved more for the rainy day, and lived better in every way. We understand, of course, that this is a very general statement, but it should be borne in mind that we are not dealing in details, we think, however, that the details could easily be worked out.

It will be observed that the sixth paragraph is an answer to the fifth, that is, he answers a question of his own asking. We are of the opinion that the answer will please, or not, according to the point of view. For ourselves we should be sorry indeed to believe the answer to be correct, and if we did think it is correct, and to those who do think so, we would suggest that they quietly and finally leave this country and go to one more to their liking, for surely they ought to be able to find one which is not so tetotally, fundamentally and hopelessly wrong as this is, according to this answer, (6). Of one thing he may be dead sure this country don't need such kind of people. The statement that "the continent does not belong to all of its inhabitants" is, we think, absolutely true, and we also think that it ought not to, or at least we cannot for the life of us see how it could, if he means it in any sort of an individual sense, which we presume he does. In other words we suppose he would have the continent divided into parcels of land according to the number of people on it and give each one an

equal portion; or supposing there are 640,000,000 acres of land in the continent, and there are 80,000,000 people, then according to our friend each of us would get eight acres of land, and of course every so often the land would have to be subdivided or redivided according as the population increased. Anybody who believes in any such stuff as that ought to have a guardian appointed for himself, and his friends, if he has any, ought to get busy right away. The statement, "The land of America, the source of all life, is monopolized by a single stratum of the inhabitants," is, we think, rather comprehensive. If he means to have us believe, for instance, that the owner of "Biltmore" in North Carolina, belongs to the same "stratum" as the ignorant foreigner who lives in a dug-out out in Kansas, or somewhere else; then we have our doubts, but if he means to have us believe that a majority of those owning land are farmers, that is all right, because we did not think they were blacksmiths or jewelers or coal miners, or bank or railroad presidents, or clerks or railroad conductors. We thought they were farmers and that's just what we think now, and if it was not for the farmers we are right sure we do not know what would become of the country, and we also know that there are thousands and thousands of people who would just as lief go to prison as to go on a farm—it is just barely possible that our friend has never belonged to that "single stratum" (whatever that means) of the inhabitants, who tickle the ground with a hoe from the peaceful hour of 4 a. m. with their soul a'thrill looking at the oncoming orb of day, until their soul thrills at the departure of that same orb about eight or nine o'clock at night, then to milk the peaceful bovine, feed the festive swine, feed and bed down the horses and bring in a few loads of fire wood after the gentle exercise of chopping it. It is possible of course that our friend does live on a farm despite the fact that he also lives inside the city limits of Chicago, and if so he knows the amount of "muscular

pressure" involved. We are quite sure that statistics show that there is more insanity among the farming "lords of the land" than among any other "single stratum" of the inhabitants. It seems to us it would be idle to charge this state of things to "Economic Pressure" or any other kind of pressure, excepting the actual conditions of the life and the "pressure" of the occupation. And that "pressure is strong enough to overcome the powerful instinct of self-preservation," in a good many more than the "tenth man".

We are quite well aware that there are instances where land has been acquired — "monopolized" — wrongfully, but we also believe these instances amount to a negligible quantity in comparison to the vast amount of land actually under cultivation by men who look to that interest as their sole source of income. And with that explanation granted we are quite of the opinion that there is "moral, social and civic justification in modern society for the monopolizing by the "many inhabitants of the only and exclusive source of life." Also without a particle of equivocation we say to you plainly that we think it "is right, just and wise for all of the inhabitants."

A feeling seems to be abroad in the land that it takes no brains to run a farm, that it is a peaceful, gliding occupation in which there is no economic or other kind of pressure—a rude awakening awaits such if they ever try it. Nor is it any more certain that everybody can be good farmers than it is that they can be good watchmakers, authors, civil engineers or astronomers; that fact is made plain when it is noticed that there are as many failures at farming as at almost any other occupation.

Don't misunderstand us, we freely acknowledge there is wrong in the world, much wrong, but that it would be very materially reduced if the evils of "land monopolization" were entirely eliminated, we are quite doubtful, because we do not believe there are a very considerable number of people who would like to be on farms who are not there now.

That
\$1,500,000.00

Fund

and when a man makes things come his way he is generally admired for it, the means he employs to make them come is rarely brought into the consideration. Of course there may not have been any idea of the suit which has been brought against the American Federation of Labor by the Buck Stove and Range Co., of St. Louis, when Mr. Van Cleave put in motion the machinery by which to get the fund, but to an outsider it looks as if Mr. Van Cleave wanted to get the Buck Stove and Range Co. off the Federation's "unfair list" at somebody else's expense.

The Association of Manufacturers object to the boycott by the American Federation, which is of course their right, but when it is understood that the

One cannot but
admire punctuality
in any walk of life
and in any person,

manufacturers unite in an association to black list and boycott *all labor unions*, their position is screamingly funny and irresistably suggestive of the "baby act". Speaking of the suit in a recent editorial, Mr. Gompers puts the case as follows, and it seems difficult to disagree with him:

"Until a law is passed making it compulsory upon labor men to buy these stoves, we need not buy them, we won't buy them, and we will persuade other fairminded, sympathetic friends to co-operate with us and leave the blamed things alone."

So far as we know, neither Mr. Gompers nor any of the other labor organizations' leader, said a thing detrimental to the quality of the Buck stoves and ranges, and it should be borne in mind that that point is not the one in dispute, nor the one at which the "unfair" edict is issued.

Brothers Speed and Stover Acquitted.

In a letter from Brother W. D. Ives of San Luis Potosi, Division 261, he begins as follows: "I am pleased to be able to report that Brothers Speed and Stover, confined in jail here for over a year on the charge of murder, have been acquitted by the Supreme Court of this State, and the Brothers have been set at liberty."

Confined in a Mexican jail for over a year! Just think of it! And the reason for it, just think of that, too. ON A CHARGE OF MURDER! The facts of the case are about as follows: A Mexican had been killed in a restaurant in a drunken row, and Brothers Speed and Stover had been in the place a few minutes before, or possibly one of them was in there at the time, but neither of them had anything more to do with the killing than we did sitting here in Cedar Rapids, writing copy for the printer. And it has taken the mills of justice a year to grind out a conclusion that they were not guilty of the killing. They were arrested because they were Ameri-

cans, and it appears to us that Secretary Root can do no better work on his Mexican trip than make it impossible for such another outrage to be perpetrated on American citizens. We say American advisedly, because, for instance, if these two Brothers had been British subjects, the Mexican jail would not have held them a day, and it is altogether probable they would not even have been arrested. The Mexican courts are full of instances to verify both assertions, and it is an outrage that our government has permitted it to be so for so long, or at all. We print a clipping from the Dallas News which shows that another form of injustice is likely to be abandoned by the Mexican authorities—and it's time:

For many years past railroad men from the United States who obtained positions as train operatives in Mexico were in constant danger of being placed in prison whenever fatal accidents occurred, and instances are on record where conductors and engineers were held for a period of

two years or more without trial and with their friends unable to obtain a hearing for them. Some cases are on record where the confinement was so close, the food so poor and the treatment so severe that the men died in prison without even having obtained a hearing.

Railway men's organizations in this country, especially along the border, have for years interested themselves in an effort to bring about a change of the court procedure in Mexico, and to modify the severe manner in which those who were accused of being responsible for the railway accidents were treated by the authorities, but in spite of much hard work but little success was met with.

It now appears that the regulations directing that railway trainmen be thrown in jail when accidents occur and held for indefinite periods has been at least modified in a very pronounced manner, at least in one state, that of Chihuahua, by the ruling of the Supreme Court there, and J. A. Starling of this city, head of the O. R. C. of this Division, has received a copy of the court's decree, which is dated Chihuahua, and is as follows:

"The State Supreme Court has issued a circular to the State Judges calling attention to the circular order of the Federal Department, No. 122, of March 6, 1903, in regard to judicial proceedings relative to railroad wrecks. The circular says:

"'Railroad accidents are not, as a general rule, intentional upon the part

of conductors and engineers, and even when there is negligence attached to them, it is clear that the crime, if there is any, is but slight. It is not rational or fair to suppose serious negligence in accidents in which the engineer himself is not exempt from danger. The fact that the judicial proceedings nearly always result in the exoneration of the employees gives ground for believing that their detention and imprisonment have been unjustified. Nevertheless, it is the duty of the courts to inquire into the responsibility of those who appear to be immediately concerned in such accidents and sometimes it is necessary to proceed against them; but, in order to reconcile this with personal liberty, no arrests should be made unless in cases where guilt is plainly shown, and in such cases proceedings must be hurried as much as possible, in order that the injuries inflicted by the necessary detention in conformity with the law be ended by a decision of the case.

"'For these reasons the President has been pleased to direct that in railroad accident cases there shall be no detention or imprisonment of employees of the company unless guilt is proven or indicted in such manner that it is unavoidable. In such cases liberty should be allowed under a bond, if the offense is a bailable one, as is nearly always the case with charges of negligence. In cases of this nature proceedings must be taken without loss of a moment, with a view of determining the innocence or guilt of the employees.' "

The Smoking Car.

No doubt many a railroad manager has "worked his grey matter" and "burnt the midnight oil" in an attempt to solve the "smoking car nuisance." It is probable that in no place on the "face of the earth" is man's inherent nastiness more constantly in evidence, and yet on that very account it is necessary for the railroads to haul this pestilence breeding sink of pollution through the country. Ordinarily we

have never fully believed in the total depravity of any person, but a walk through an ordinary smoking car at the end of a night's run of three or four hundred miles, will go a long way towards convincing any one that there are some men who are perilously near the total depravity point. An intimate mixture of many, many kinds of tobacco smoke, with the consequent many, many kinds of breath exhaled; the many,

many kinds of tobacco juice and saliva hurled promiscuously under seats and against car sides, the many, many kinds and degrees of foul language used and influenced by the many, many kinds of bad whiskey consumed, makes up an atmosphere beside which the aroma from the Chicago drainage canal would smell like new mown hay. We understand, of course, that the end of chair cars, sleepers and the like, where smoking is allowed is but little better and speaks just as eloquently of man's inherent nastiness, as the ordinary smoking car, but necessarily more care is given to their cleaning and sanitation. We understand the railroad commissioner of the state of Iowa thinks the smoking car ought to be abolished on all American railroads, but he is led to that conclusion by his investigations of different wrecks showing that smoking cars are apt to be old and light in construction. He observes that the smoking car is apt to be hauled between the baggage car and coaches where it is in an exposed place for the weight and momentum of all the heavy coaches being driven upon it in case of accidents. An Iowa paper suggests the following:

"But there is a more serious objection to be made to the average smoking car. It is a filthy car. It is the congregating place of the toughs and the men who think they are "sports". They not only smoke and chew and spit on the floors of such cars, but, in many cases, they drink vile whiskey which they have purchased in the cities from which they are returning.

No one can form any adequate idea of how depraved and how nasty and filthy, how like a hog in his mire, many men are until one has traveled in some of these so-called smoking cars. There is no filth comparable to it, nowhere in the world. The language which is habitually used in some of the smoking cars also is a stench. Of late some of the railroad managers have inaugurated a policy of cleaning up these human hog pens, but with what success remains to be seen. No improvement is more urgently called for on American railroads."

The only objection to the above that we can register is the fact that it does the hog such a fearful injustice—a hog wouldn't chew tobacco and spit out the juice, that would be decidedly "unhogly." Of course there is a difference in hog-wallows, but to our way of thinking the ordinary kind is like a mountain brook alongside an ordinary smoking car, and we absolutely protest against thus slandering the hog.

Nor do we think the smoking car will ever be abolished, because the man who uses tobacco will do so against the entreaties and advice of all those he holds most dear on earth, and for whose judgment in other respects he has the highest regard. The railroads must, therefore, provide a car where such men may wallow in the filth they think they must produce, there is no help for it, for if a car is not provided for them they would pollute the other cars with as little concern or regard for the rights of others as would a lion in a field with a lamb. However strange, contradictory and paradoxical it may seem, it is a fact, nevertheless, that men who are in other respects punctiliously circumspect in their regard for the rights of others, show, in their use of tobacco an absolute negation of that attribute, so that talk of abolishing the smoking car is a waste of time. It is granted that it is a nuisance, a pestilence breeder, a streak of filth going through the country, an abomination, an evidence of moral depravity and everything else along that line that can be thought of, but what are you going to do about it? If a car was to be made of pure gold, with ivory seats, with the very richest carpets obtainable in all the earth, with priceless pictures and tapestries, are there those who think men would not spit tobacco juice on the carpets and pollute the other parts with tobacco smoke? Deluded mortal you know not man if you think he would not. No, no, the railroad smoking car nuisance is here to stay and probably the only thing to do about it is to so construct the cars so that they can have the hose turned on them at the end of every trip—that will help some.

The Taft Labor and Injunction Decisions.

In view of the fact that at the coming session of Congress it will be asked to enact legislation modifying, or correcting the use of the writ of injunction, and also for the further fact that just now many papers are taking a fall out of Mr. Gompers of the American Federation of Labor for his attack in the October Federationist of the record of Mr. Taft as to the use of the writ, it seems to us fitting that we give a brief resume of those decisions, so that our readers may think knowingly for themselves on the subject.

The decisions objected to by Mr. Gompers are three in number. The first was rendered by Judge Taft on appeal while on the Superior Court bench of Cincinnati. The case involved the question of the legality of a "secondary boycott"—a boycott, that is, not against an employer, but against a third party, a stranger to the controversy between employer and employees, who chooses to deal with the "struck" employer. No injunction was sought or issued in this case; the plaintiff, a manufacturer, sued a bricklayers' union for damages on account of the latter's boycott against him. A jury in a lower court had awarded the plaintiff substantial damages, and Judge Taft affirmed the verdict. He rendered an elaborate opinion, in which he took the position that while workmen had the right to strike in common, the right to impose regulations, as a union on individual members and to fine them for violating such regulations, they had no legal right to combine to coerce an employer by boycotting him as well as those who dealt with him. They had no right to "use such indirect means as obscure their intent and make their combination one merely malicious, to oppress and injure individuals." The Supreme Court of Ohio subsequently affirmed this view.

The second case was the famous one of the Toledo and Ann Arbor Road vs. the Brotherhood of Locomotive Engineers. The question in that case was whether the engineers had the right, while still in the employ of the road, to

refuse to handle the freight of connecting roads having unsettled strikes on their hands. The complainant road applied for an injunction and Judge Taft, then on the federal bench, granted it. He restrained the engineers, not from striking, but from refusing, while still holding their positions, to perform duties enjoined by law upon the common carrier employing them. He held that a boycott against any connecting road would be a conspiracy against the United States.

The third case was a contempt case, in which a union official named Phelan was adjudged guilty of contempt and sent to jail by Judge Taft. Phelan, in violation of an injunction, had incited a strike of certain men in order to compel the road to abandon the use of Pullman cars, the Pullman company just then being engaged in a conflict with its employees. Judge Taft held that Phelan had incited a boycott, not a strike, and had sought to injure maliciously a party that was not concerned in the original difficulty. Both of these decisions were later sustained by the Supreme Court of the United States.

The principles laid down in the Toledo railroad case were subsequently applied by Judge Taft to a steel company that was charged with restraining commerce, and that application was likewise upheld by the Supreme Court.

In a long editorial Mr. Gompers gives his views on the writ of injunction as follows:

So that Labor's position on the subject of the injunction abuse may be clearly understood, we set forth some of the fundamental principles of equity upon which Labor bases its claims.

The writ of injunction was intended to be exercised for the protection of property rights only.

He who would seek its aid must come into court with clean hands.

There must be no other adequate remedy at law.

It must never be used to curtail personal rights.

It must not be used ever in an effort to punish crime.

It must not be used as a means to set aside trial by jury.

We protest against the discrimination of the courts against the laboring men of our country which deprives them of their constitutional guarantee of equality before the law.

The injunctions which the courts issue against Labor are supposed by them to be good enough law today, when there exists a dispute between workmen and their employers; but it is not good law, in fact, is not law at all, tomorrow or next day when no such dispute exists.

Injunctions as issued against workmen are never used or issued against any other citizen of our country.

It is an attempt to deprive citizens of our country, when these citizens are workmen, of the right of trial by jury.

It is an effort to fasten an offense on them when they are innocent of any wrongdoing.

It is an indirect assertion of a property right in men when these men are workmen engaged in a lawful effort to protect or advance their natural rights and interests. Injunctions as issued in trade disputes are to make outlaws of men when they are not even charged with doing things in violation of any law of state or nation.

Injunctions issued in labor disputes are not based on law, but are a species of judicial legislation—judicial usurpation in the interest of the money power against workmen, innocent of any unlawful or criminal act, the doing of the lawful acts rendering the workers guilty of contempt of court. |

The writ of injunction is in itself a beneficent writ for the protection of property rights, but it never was intended and never should be applied to deprive men of their personal rights or the right of man's ownership of himself; the right of freedom of locomotion; freedom of assembly; freedom of association; the freedom of doing those things, which promote life, liberty, and the pursuit of happiness, and which are not in violation of law.

Labor asks no immunity for any man who may be guilty of unlawful or criminal conduct. But we do insist that when a workman is charged with a crime he shall be tried by the same process of law as any other citizen. Any other method is repugnant to the constitution and the laws of the country. It is a shock to the conscience of our people; the spirit and genius of our republic. Against any other view we protest; with anything less we shall not be content.

It has been shown time and again that what Labor asks by the pending anti-injunction bill is simply a restoration of that equality of treatment by the courts with other interests which was enjoyed prior to the establishment of recent precedents—in the establishment of which, by the way, Judge Taft himself took a leading part. If the mere right to do business, which is no more than the right to pursue a calling or vocation, is property to be protected by injunction, then, in order to preserve the equality for which he is so solicitous, the courts should aid the wage-earner to hold his job and protect him by injunction against discharge, even for cause. But that is a proposition the absurdity of which every workingman sees at a glance.

Roads To Be Prosecuted

United States district attorneys in various parts of the country have been instructed by Attorney General Bonaparte to institute suits against a large number of railroad companies to recover penalties incurred by them for alleged violations of the safety appliance

law. The Department of Justice and the interstate commerce commission have determined upon a rigorous enforcement of this law. The facts upon which the prosecutions are to be based were developed by inspectors of the commission. The number of alleged violations aggregate 287.

Following are the lines made defend-

ants, together with the number of violations charged against each company:

Ann Harbor railroad, 2; Atchison, Topeka & Santa Fe, 41; Buffalo, Rochester & Pittsburg, 10; Central Railroad of New Jersey, 1; Central Vermont railroad, 1; Chesapeake Beach railway, 4; Chicago, Rock Island & Gulf, 1; Chicago, Rock Island & Pacific, 6; Cleveland, Cincinnati, Chicago & St. Louis, 15; Dayton & Union railroad, 3; Detroit & Toledo Shore Line railroad, 2; Erie railroad, 9; Grand Trunk, 31; Great Northern, 22; Illinois Central, 4; International & Great Northern, 1; Lake Shore & Michigan Southern, 2; Louisiana Western, 2; Michigan Central, 1; Missouri Pacific, 1; Nevada-California-Oregon, 24; Norfolk & Western, 1; Northern Pacific, 36; Oregon Short Line, 7; Pennsylvania railroad, 1; Philadelphia & Reading, 2; Pittsburg

& Lake Erie, 2; Rutland railroad, 2; St. Clair Tunnel Company, 4; St. Louis & San Francisco railroad, 2; St. Louis Transfer railway, 1; San Pedro, Los Angeles & Salt Lake, 7; Southern Pacific, 19; Texas Mexican railway, 4; Wabash railroad, 5; Western Maryland, 3; Williamsport & North Branch, 8.

In looking over the above list one cannot help but think of the very earnest protestations of intentions on part of many of these roads to fully equip their cars with the required safety appliances without the "influence" of the law. Added to this it will also be remembered that it was about fifteen years ago when these protestations were made. One cannot but wonder, therefore, in what condition such safety appliances would be at this time if the law had not been made mandatory.



Brother William L. Collins, Dead.

Brother Collins was Grand Chief Conductor of the Order for two successive terms—from November, 1876, to November, 1878. Thirty years in the life of an organization is not so very long in point of time, but the great changes that have taken place since Brother Collins laid down the gavel of supreme authority in the Order, simply overwhelms one in its contemplation. Brother Collins was a devoted member of the Order, true to its every interest and an earnest worker in its behalf. In his devotion to duty as a christian man, not only to his employers but to all his interests in life, we see how deeply and truly the welfare of the organization was founded and carried forward in the best spirit of rectitude, duty and truth. The great and growing influence of the Order was founded and has been carried forward by such men as Brother Collins, and so rests upon a foundation of Fidelity, Justice and Truth. Long may his memory and influence live and grow.

A Boomer Tour.

BY "ONE BROWN."

Dick Dennis got a notion in his head one day to quit:
And when relief arrived Dick said: "I'll knock
about a bit
To see the country and its lines of railway as I drift.
Perhaps I'll try a job back east if I can make the
shift."

Dick and the men he worked with on the Indian
Arrow Route
Were chums; and when he quit they said to him:
"You're a galloot."

But Dick had set his mind and heart upon a boomer
tour,
So off he went in joyous mood to satisfy the lure.

The Indian Arrow Route had been a school where
Dick had learned
To philosophically take life's knocks. The lad had
yearned
To be a train dispatcher who could expedite the
trains.
(He failed to grasp the satire when the men dubbed
him "man of brains.")

Dick took a "trick" at Conneaut. He didn't like
it there.
He tried Durand, Montpelier and other places where
A fellow has to hit the ball as well as have the knack
Of knowing how to make the trains move on a
single track.

These were unhappy days for Dick—most wretched
I declare—
For, moving trains on tracks like these is common-
place for fair.
He longed to bump against a "roost" that stalled
some other "cub"
To see if he could do the job—then join the "Do-
it" Club.

He wrote the superintendent of the Lackawanna road
Applying for a job with him. The way Dick's
language flowed
Must certainly have pleased him—Mr. Phillips
wired Dick:
"Can place you now at Buffalo; prompt action;
answer quick."

Dick wired his acceptance; started for the sunflower
state;
Took his wife and little family on Wabash No. 8,
To make a "hike" for Buffalo, where Erie's balmy
breeze
Keeps mankind cool in summer and in winter makes
'em freeze.

The exposition soon would be the feature of the
town.
It put the cost of living up (it never has gone down).
Dick learned the road, then went to work some
Kansas tricks to show,
In moving trains 'twixt Binghamton and Dear Old
Buffalo.

The Buffalo division of the "road of anthracite"
Is a piece of "speedy" double track where trains
keep to the right.
The distance measures something like 200 miles or
more;
And for a train dispatcher it's a pretty busy chore.

The "Mother Hubbard" engines, behind which
rides "Phoebe Snow,"
Burn anthracite (on street car signs) but soft coal
makes 'em go.
The enginemen all manage by some surreptitious
turn
To slip some soft coal on the "tank" to make the
hard coal burn.

One night Bill Still hauled Ramsey of the Wabash,
on "The Owl,"
And when the train pulled up at Bath the porter
made a growl.
He said to Mr. Still: "Say, Boss, the speed re-
cordah showed
Jus' 87 mile an houh, a-comin' down the road."

"By George," exclaimed the driver, "if I'd known
it only lacked
Three posts o' bein' 90, I'd a made it—for a fact."
And now when Still is late at Wayland Tank he
tries to scour
A polish on the rails to Bath at 90 miles an hour.

(To be continued.)

Futile Figuring.

S. E. KISER IN "CHICAGO RECORD-HERALD."

A man who could measure the distance to the
palest of far-away stars,
Who had studied the rings around Saturn and
traced all the streaks upon Mars,
Who could tell to a pound how much Venus—the
planet, you understand—weighed
Having hoarded up three hundred dollars, decided
to dazzle in trade.

He stood by the side of the ticker, the broker ex-
plained how it went,
And the scientist, being enlightened, invested his
wad—every cent.

He bought on a margin and gladly went home at
the close of the day
With a dream in which rose a fair palace and a
beautiful yacht on the bay.

This man who could figure the distance to the
palest of far-away stars,
Who could tell you the weight of dim Neptune and
had measured the streaks upon Mars,
Went crazy in trying to figure out how he had lost
every cent
In spite of the fact that the broker explained how
the blamed ticker went.

LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

"Club-Woman's Page" of the Memphis "News-Scimitar."

The "Club-Woman's Page" of the Memphis "News-Scimitar" of Sunday, July 21, 1907, which is conducted by Mrs. Henry C. Myers, and, was Edited by Mrs. J. H. Moore, is here reproduced in part. It seems a pity that other papers do not "cut out" some of the "copy" they *do* use and publish pages like the above. The ladies might start a movement in this direction. Surely the field is large and the necessity great.

The Ladies' Auxiliary to the Order of Railway Conductors of America is the outgrowth of the club known as The Ladies of Our Royal Club, formed by the wives of the members of Wayne Division No. 119, Order of Railway Conductors, of Fort Wayne, Ind. The object was to bring together socially the wives of the men so closely associated.

The first public meeting was in February, 1888. Sister Jackson, who is now a member of Lima Division No. 27, of Lima, O., issued the invitations for the meeting. In a few months the club's name was changed to the Ladies' Auxiliary to the Order of Railway Conductors of America. An organization was perfected, and five Divisions organized by Sister Edd Erickson, who was the first organizer.

In 1889 a call for a convention was made, to be held in June, at Fort Wayne, Ind. Said convention was composed of a representative from each of the five Divisions, at which time and place the Grand Division was organized, a corps of Grand Officers elected, a form of ritual was adopted and laws were enacted. Sister Ragon, of Capital City Division No. 3, of Columbus, O., was elected grand President; Sister Higgins, from the same Division, was elected Grand Secretary.

From its inception opposition from the conductors, as well as their wives, prevented the growth, and up to October, 1890, no new Divisions were added. The element of opposition which our members at that time had to meet can

scarcely be understood by our present membership. The mere mention of the movement was an occasion for jokes, and all suggestions offered were so considered, although those first workers for this cause were in earnest. Yet in spite of the scoffing, which was only a "bug-aboo" invented to confine women and their efforts to the old narrow lines of the past, today it may be fairly said interest in our cause extends from ocean to ocean.

From October 9, 1890, to May, 1892, fifteen Divisions were added. We met in Grand Convention in June annually. Grand Conventions were held in Fort Wayne, Ind., in 1898; Elkhart, Ind., in 1890; Columbus, O., in 1891; Philadelphia, Pa., in 1892. In 1892 we decided to meet in Grand Convention at the time (May) and place (Toledo, O.) the Order of Railway Conductors met. The then great increase in new Divisions reported was an incentive to greater efforts. Sister Ragon, our Grand President, declined a renomination, which was unanimously tendered her. Sister Moore, of Banner Division No. 6, of Toledo, O., was elected to the honorable position.

In 1893 we decided on biennial sessions, at the time and place decided upon by the conductors. But a few of our present members are familiar with the struggles of those first workers for our cause. One sad feature today is "so few of those old members are with us now." From time to time new features have been added to our work. First our Huntingdon floorwork, in 1893; the

Fraternal Beneficiary association in 1895; from term to term changes in our forms and ritual work have been made, all of which was presented to the Order by Sister Sewell, president of White City Division No. 100, of Chicago, Ill. Our laws are changed from term to term to meet changed conditions.

Today the Ladies' Auxiliary to the Order of Railway Conductors of America compares favorably with the work of similar organizations. Our membership of 400 in 1892 has grown to approximately 8,000 in 1907. Ordinarily our work is confined to our own class, no one knowing of the charitable acts of our divisions. However, some of our divisions have not been content with confining their efforts and means to our class; have gone outside our ranks and carried their useful influence into other lines of work, viz.: hospital, Young Women's Christian association, Newsboys' home, federation with other associations, etc. We, however, first attend to the needs of our own people.

In defense of our position from those who accuse us of selfishness and class distinction, we openly state one of the original incentives to the formation of our association was the many demands made upon us from other organizations. It was not possible to assist in all, and the thought "Why not have an organization of our own and use our efforts and means to build up our own class?" This we have done, and will continue "until misfortune has no wants to relieve, and sorrow no tears to dry."

When our forefathers founded our republic, they established it to insure domestic tranquility and the blessing of liberty for themselves and their posterity. To contend that women fail to measure up to the desired standard would be to proclaim to the world that they are unable to appreciate their rights and privileges. Do we neglect our women? The cause for woman's development has not declined; it has grown; it is greater and stronger today than it ever was. In this day of gracious intelligence and courage on the part of women, there is much that is interesting in a study of the relations existing. It is gratifying to see what efforts are made by women to bring about the end desired and to cultivate a spirit of kindlier interest. No loftier purpose can inspire us. Women have entered all fields of usefulness to humanity—her enterprise in every field of human endeavor is an added recommendation.

What man's mind has conceived woman's has proven equally capable of producing. There can be no doubt of the fact that they are thoroughly in earnest in their frequently expressed

hopes. It is quite within the possibilities they may see their wishes gratified. What has been done thus far, however, is only a step in the right direction.

The question of women in public work has been misunderstood by some and misrepresented by others. We are sadly impressed with the spirit of indifference that exists. There is no longer any question, however, that the great majority of our women are earnestly applying themselves to a study of our conditions, fully realizing the value of greater extension along the lines of education and preparation, realizing we must get closer together and work and act in harmony and become thoroughly informed on the subjects that most concern women. Each year more interest is manifest. This work of extending the opportunities offered women, who are eager for the diversion offered to mind and body, which will, if proper application is made, assist in solving problems.

Just why women have remained indifferent is possibly due to the fact that the great need of change from "old" way has not been presented in a way that appealed to them. If this or some other reason should be given, the truth remains. Even those who have opposed the advancement of women in any of the lines of public work are awakening to a realization that women are growing in knowledge of that which will advance and enable them to protect their dearest interest.

There is special pleasure in the good work that has been done, which opens for women the door of public knowledge for which they are so eager. If you will not grow discouraged too soon you will agree with us and lend a helping hand to those who are striving to strengthen the interest of our women in the higher education along lines of special work for a special purpose. We are raised to a higher life plane. If we would know what public association has done for our women we need only compare the past with the present.

With greeting from the 8,000 women I have the honor to represent, I am,

Fraternally,

MRS. J. H. MOORE,
Grand President.

Chickasaw Division 195, Memphis.

Nineteen years ago the necessity of an auxiliary to the Order of Railway Conductors became generally recognized and the wives of the men of the rail banded together to aid, assist and abet their better halves in this noble work of charity, under the authorized name of Ladies' Auxiliary to the Order of Railway Conductors.

Chickasaw Division was organized by Mrs. J. North Abbott, June, 1904, with Mrs. Hazlewood as the first president, and eight members, succeeded by Mrs. King as second president, and she was followed by the present president, Mrs. A. B. Middlebrook—all women of recognized executive ability who have made a grand success of the division, and the membership now numbers forty-five. During the last Grand Convention of the Order, held in May, the ladies were foremost in entertaining the many visitors to our city, and had the honor of conferring the "Oh, Why" degree to hundreds of the conductors. The first and third Tuesdays of each month are set aside as meeting days, and Mrs. Middlebrook reports that fine progress is being made. Mrs. G. A. Robinson has been the efficient secretary and treasurer since its organization and reports a fine financial condition.

Utah Auxiliaries.

The history of the auxiliary work in Utah began in 1895, when Utah, the new state of the West, was added to our flag.

State of Utah Division, No. 83, was organized October 3, 1895, at Ogden, Utah, by Grand President, Sister J. H. Moore, with twenty-four charter members.

This division might also be called Star of the West, as at that time I believe it was the only division west of Colorado.

For five years the sisters of division 83 bravely bore the standard alone, then on June 29, 1900, Sego Lily Division, No. 150 (which bears the name of the state flower of Utah), was organized with a membership of thirty-one, by Sister R. D. Robins, district deputy, of Ogden, assisted by the officers of Division 83.

February 24, 1904, at, Pocatello, Idaho, was organized Gem of the Mountains Division, No. 185, with 33 charter members, by Sister E. C. McCulloch, district deputy, of Salt Lake, assisted by the officers of Division 150.

"Gem of the Mountains" is the meaning of the Indian word "Idaho."

We have only two divisions in Utah and one in Idaho, but our field is covered in these states. We have added many new members since these divisions were organized and as time goes on and opportunities present themselves, shall endeavor not to be behind.

And so with faith unbounded and hope as high as our mountains, we face the future.

Mrs. E. C. McCULLOW.
Salt Lake City, Utah.

Inconsistency.

Why are women permitted to hold numerous "thank-ye" jobs, but when a position with a living salary is proposed she is voted not qualified for public work?

The Work in Canada.

And what about Canada in the work of our Ladies' Auxiliary to O. R. C.? Alas! Not as we in Canada who are interested would like to have it. Our progress in the past has been slow, but we are ever hopeful for the future. Although as yet we have only two auxiliaries, their work is telling for the good of the Order.

In Hamilton the membership increases very slowly but they report that the School of Instruction held there in June, 1907, was a great inspiration to them. Hamilton, like many of our Canadian railroad centers, has limited ground to work on, and though a fair number of conductors live there, many of them do not belong to the O. R. C.—which is their loss—and some still unmarried—also their loss, so we Ladies' Auxiliary members think.

In Toronto we feel proud of our Division No. 78, as we have many good workers, and we know we have a good live auxiliary. The work may not always show in attendance at our meetings, but we feel we have brought the railroad people of Toronto in close touch and sympathy with each other. We have added a few members to our Division this last term, with a good prospect for others in the near future. We feel the opportunity will be greater this next term than the last for extending our work in Canada, as the new roads being constructed all over our Great West country will open many new railroad centers, which before long will give us O. R. C. Divisions, and then we trust, Auxiliaries.

Toronto will be the railroad center for Ontario, the Canadian Northern railroad recently operating from here north to Parry Sound and presently to be built through to the Pacific coast, and two new branches of the Canadian Pacific, now open for traffic, One to Parry Sound which will soon connect with the main line at Sudbury and one from Toronto to Goderich on Lake Huron. This should bring us new families to Toronto to reside, and it will be part of the work of our Auxiliary to locate them next fall and winter, and bring them in touch with our organizations.

In East Toronto, an outlying district of Toronto, we have all but secured an Auxiliary, and if not organized this summer we feel it will be in the early fall.

I often wish for the spirit "and go" of our "American cousins" in Canada, then I am sure Auxiliaries would come quicker, but our hopes are strong, and we have sown the seed in many places, and feel that the harvest will yet be ours. Yours in C. T. & F.

SISTER N. S. SMITH.
District Deputy for Canada.

**Ladies Auxiliary to the O. R. C. in
Southern California.**

Los Angeles, Cal., June 23, 1907

The Ladies' Auxiliary to the Order of Railway Conductors of America has grown extensively within the past two years. There are ten Divisions of the Order of Railway Conductors in California, and there is a Ladies' Auxiliary to each of these Divisions except Pacific Division 440, Order of Railway Conductors, which is located at San Luis Obispo, 250 miles from San Francisco, and about the same distance from Los Angeles. There are not enough conductors' wives according to our laws to organize at that place, but a number of the ladies have become members of Angel City Division 84, at Los Angeles; Mission Division 470, and Los Angeles Division 111, Order of Railway Conductors, are located at Los Angeles. Angel City Division, being the auxiliary to these two Orders, has fifty-three members, ten of which are insured. This Division is noted for its perfect work.

Eschscholtzia Division is located at Kern Calif. They have thirty-eight members, eight of whom are insured. It is an inspiration for anyone to visit that Division. The generous hospitality extended, the welcome she receives, prove to her they are living up to our motto, "Charity, Truth and Friendship" Eschscholtzia is the botanical name for our California poppy.

Yosemite Division 219, is located at Fresno Calif., and it has eighteen members, and gradually growing. This Division is only two years old. They do not, however, hold meetings during the summer months, as the thermometer registers as high as 116 many times. They look after the sick and those in distress and live up to the principles of our Order.

In the early days there were three men exploring California. They were going along until it began to get dark. When they came to where those monster rocks were, and such magnificent scenery, one of the gentlemen suggested that they camp there for the night, the surroundings were so beautiful. The other two companions agreed, so they made a bonfire, when one of them exclaimed how beautiful and grand the

big rocks were, and suggested naming the place. They proposed a number of names, when one of them suggested Yosemite. That was the name of a tribe of Indians, and they at once agreed upon the name, Yosemite. That is how Yosemite valley was christened. The ladies chose that name, as it was said the Yosemite tribe of Indians was noted for loyalty.

Orange Blossom Division 208, is located at San Bernardino, Cal. This needs no explanation. They have thirty-five members and it is our baby auxiliary. But this young auxiliary has wide-awake members and makes some of the older Divisions keep up a lively paceso as not to get old fashioned or rusty in the work for the good of our noble Order.

We have not the field to work from as some organizations, as only railway conductors' wives, or widows, are eligible. I have heard it said that the Order of Railway Conductors is an edifice builded of living stones, fitted and placed together and cemented with brotherly love. The Ladies' Auxiliary is an addition to this edifice, not built upon that foundation, but upon a foundation of its own, and joined to it.

This association is built of the same material and cemented with the same cement and this addition is as much needed and will be as great benefit and will be as useful to the world as the main building, for it is the hand that rocks the cradle that governs the world.

The Ladies' Auxiliary is in a prosperous condition in Southern California. The membership has increased wonderfully, many new links have been added to our Order, and peace and harmony exists throughout the state.

MRS. JOHN E. HARTELL.
District Deputy.
Los Angeles, Cal.

Provision for the Widows and Orphans.

An association known as the Conductor's Brotherhood was instituted at Mendota, Ill., on the 6th day of July, 1898. A reorganization was effected at Columbus, O., on the 15th day of December, 1868, the Grand Division organized, a constitution and by-laws adopted, Grand Officers elected and the name of the association changed to the Order of Railway Conductors of America.

Out of this has grown the 510 Divisions of the Order today, with a membership of more than 50,000 railway conductors, employed on the railways throughout the United States, Canada and Mexico. Applicants for membership in the Order of Railway Conductors

must be actively employed as conductor on a steam surface railway, who have had the requisite experience as such. His mental and moral fitness as such is also considered. Every effort is made by the Order, as is done by the railway companies, to accept only such men whose intelligence, ability and moral habits, coupled with the necessary experience to fit them for the responsibilities of the position as conductor and prove them worthy of membership in this organization.

In no other walk of life are the duties as exacting and numerous, and in no other occupation does a mistake count for so much, and with the present demand for faster trains from the public and for more efficient service from the railways, with the examination more rigid, both physical and mental, the railway conductor is of necessity a man of higher type of character, trained to perform his duty under the most trying and varied circumstances, much more so than formerly, when the lines were not so tightly drawn.

This Order is doing its share toward bringing the service up to the high standard necessary to safely transport the millions of passengers and millions of tons of freight handled yearly on our railroads. In spite of these precautions and every effort being made by the railroads and the railway organizations to avoid and prevent accidents, they continue to occur, the general cause being due to the fact that the business exceeds the facilities for handling it. The railroads are unable to get their orders filled for engines, cars and improvements and are doing all that is possible to do. Those of us in actual service, who devote our entire time and thought to this subject, know the conditions very much better than the average politician who is endeavoring to ride into office by joining in the popular cry against the railroads and railroad men.

The million and a half railroad men in the United States are realizing this fact, and when they do fully realize what it means to them, we shall certainly protect our interests as far as possible at the ballot box, and elect men who will consider the welfare of people and not endeavor to deceive them.

The last report of the Interstate Commerce Commission for the quarter ending December 31, 1906, shows total employees killed in train accidents and coupling cars 378—this in three months, the average yearly ratio being one trainman killed out of every 123 employed; one injured for every ten employed. The question of how to care for the family of the man killed in the discharge of his duty and to provide for the needs of the in-

jured is a real problem with which the railway organizations are dealing.

The Mutual Benefit Department in the Order of Railway Conductors has paid to the widows and orphans of deceased members to April 30, 1907, \$9,132,567. In 1906-07 427 claims were paid, amounting to \$827,000. The Order also maintains a Relief Fund for the benefit of members who are wholly and permanently disabled or whose injury or disease is incurable. Up to February 1, 1907, a total of \$21,000 has been paid on this account—115 members drawing monthly from \$7.50 to \$30.00, according to their needs. In addition to this, the railway companies have a pension department and aid all employes in establishing and maintaining a railroad Y. M. C. A., enabling the young men and those without home ties to spend their hours off duty pleasantly and profitably.

At the thirty-first session of the Grand Division, recently held in Memphis, and at the next session in Boston, in 1909, the widows and orphans and the disabled members will be one of the most important questions for the consideration of the 510 delegates, and it is well known that beneath the blue overalls of the freight conductor and the blue uniform of the passenger conductor is a heart full of sympathy for those in distress and a hand ever ready to assist them.

JOHN G. JONES,

Chief Conductor Memphis Division 175.

Wyoming, Colorado and Other Places.

Women have had the full suffrage in Wyoming since 1869.

In Colorado since 1893.

In Utah and Idaho since 1896.

The Wyoming secretary of state writes of the women vote to our national paper that 90 per cent. vote.

The Colorado secretary of state writes that 80 per cent. of women register and about 72 per cent. vote.

In Idaho, although women are a minority of the population, their vote is estimated as over 40 per cent. of the whole cast.

The "Almost" Operators.

"One of our chief dispatchers," continued Mr. Cheney, "recently told me an amusing anecdote. For convenience in communicating with the office he has the train wire cut into his house. There is a set of instruments in the living room and another in a bed room. On one occasion he and his wife were entertaining the wife of a station agent, the agent remaining at home a few miles distant. The chief's wife was put to some inconvenience to find suitable accommoda-

tions for the young matron, but as there was a comfortable sofa bed in the living room she was assigned to that room for the night without knowing the wire was also 'cut in' in the room upstairs. Early the next morning she was heard to call her husband for a chat on the wire. He had taught her almost all of the Morse alphabet. The chief and his wife, both of whom are operators, were much amused over the little 'visit' by wire. Later, at the breakfast table, the young wife was relating to the chief and his wife the substance of the conversation.

"My husband," said she, "shipped six cars of mules on the plug."

"This was surprising information, the plug being a passenger train. The chief and his wife laughed heartily, their visitor joining in the merriment, but wholly innocent of the real cause, for the chief had heard the station agent say he had forwarded 'six cans of milk.'"

Harrisburg, Pa.

Division 47 is still in existence; our meetings have been fairly well attended during the hot weather. We expect to initiate two candidates at our next meeting and have several more in view.

I heartily congratulate Sister Moore on her re-election as Grand President. It has been well said she is one of God's noblest women, and I will say to the delegates that put her in office, you have voted wisely.

Sisters, get ready for the chestnut party. Sister Myers is going to chaperon us to the Cove sometime in October, for an outing to hunt chestnuts and will assure all that go a good time.

MRS. E. E. DARE.

Portland, Maine.

The Ladies' Auxiliary of the Order of Railway Conductors of America, is comparatively speaking, new in the extreme Northeast, Bangor, Maine, being the most extreme Eastern Division, but much work has been done the past two years in the province of New Brunswick, and hope soon to reap the reward, by securing new Divisions in St. John and Munton, New Brunswick. Both cities have flourishing divisions of the Order of Railway Conductors and when in Memphis, Tenn., I met the delegates from both cities, who assured me their support in securing the Auxiliaries I have labored so long to secure.

Like every other enterprise, however, there must be leaders and I feel I have found them in Brothers Sweetman and Johnson, and I trust that my hopes will soon be realized. Realizing as I do that

the Order is beneficial, ennobling and in many, many ways a great help to the conductor's wife, it is my desire that every one learn the true meaning of our motto: Charity, Truth and Friendship. Knowing them must make us better wives, mothers and members of society.

E. I. LOWE, D. D., Northeast.

An Unexpected Complication.

Whatever may be the demerits of this little story, it has at least the merit of having happened. It was an actual occurrence and took place during the great convention of the Order of Railway Conductors, which assembled during May, 1907, in the city of Memphis, Tenn. Dick Higgins, whose real name is just as different as you can easily imagine, was a young ticket puncher on the Union Pacific who had come as a delegate to the convention, and who conceived the brilliant idea of killing two birds with one stone by inducing his pretty sweetheart, Miss Mamie Seldon, of Jackson, Miss., to come on to Memphis ostensibly to visit a girl friend, and then to marry him and go back with him to his western home. He's a masterful sort of a boy, this Dicky bird, and perhaps he deserved all that came to him. But it was laughable enough, in any case.

It happened that there was another Miss Mary Seldon on the same train which was bearing Dick Higgins' sweetheart across Mississippi that bright May morning. This one was an old maid. At least, she confesses to forty years, and she looks—but that would be unkind, and I won't say it. Anyway, she's fond of dogs, and has half a dozen of them in her neat little vine-clad cottage in the outskirts of Vicksburg. She has relatives in Memphis, and is a frequent visitor in that city. It was during one such visit that she met Dr. Brown, a skillful veterinary surgeon, who won her eternal regard by setting the broken leg of a Skye terrier to which she had taken a great fancy and which was the victim of a slungshot in the hands of a bad boy.

The Skye's name was Dick. After his accident old Miss Mary was ardently devoted to him, pouring out upon his shaggy little hide all the love of her childless heart. There is something pathetic about the way an old maid, or a childless wife, clings to a pup—come to think of it. I'll be dogged if there isn't.

However, Miss Mary was as solicitous about that little shaggy Dick as though he had been a consumptive child. She talked baby talk to him and mollycoddled him until it's a wonder it didn't.

make him dog sick. Possibly it did; for one day he took to his basket and declined to get up in spite of all the petting and coaxing and tempting the poor old maid could offer. Dick was badly under the weather.

Poor old Miss Mary conceived that he had pneumonia. She sat down and wrote a long letter to Dr. Brown, detailing the pup's symptoms, and wound up by stating that unless he was decidedly better the next morning she was going to take the train and bring him to Memphis for treatment.

Well, the next morning the dog appeared worse. She bundled him up in his basket and lugged him down to the train. When she reached Canton he was wheezing with every breath like a horse with the heaves, and she became so much alarmed that she telegraphed Dr. Brown, asking his opinion by wire as to Dick's condition. She added that the dog's eyes were bloodshot, and that he seemed to be in a high fever. She asked the doctor to telegraph her on the train at Grenada, Miss.

Now this happened to be, as I said in the beginning, the very day when pretty Miss Mary Seldon, of Jackson, Miss., was on her way to meet her lover in Memphis. Dr. Brown received the telegram, and after re-reading the old maid's letter, which he had received an hour before he got the telegram, he telegraphed back as follows:

"Miss Mary Seldon on board I. C. Train No. 2, at Grenada, Miss. Nothing can save Dick's life but an operation. Success very doubtful. Lose no time. R. S. Brown."

I don't know why it is, but it is a fact that one of the surest ways to have a thing done is to ask a negro train porter not to do it. He is just as certain to do the opposite thing as he is to draw his breath. And so, of course, when the train reached Grenada and the telegraph operator handed the negro porter on the Pullman car that telegram for Miss Mary Seldon, the porter took it into the wrong car—that is, he took it into the Alicia instead of taking it into the Terpsichore. The old maid was sitting in a stew in the Terpsichore, fairly fretting her soul out over the Skye terrier's temperature and the non-arrival of her expected telegram from Dr. Brown, while the other Miss Mary Seldon, the pretty one who was in love with Dick Higgins and was hurrying to him as fast as steam could carry her, was sitting in the Alicia pretending to read a magazine, but in reality wondering if Dick would like the way her new dotted Swiss muslin was cut. She was quite startled and gasped out a frightened little, "This way, please!

please!" when the porter held up the telegram and bawled out her name.

Now it's up to you to imagine just how that girl felt when she received that telegram: "Nothing can save Dick's life but an operation. Success doubtful. Lose no time." She gasped and went pale and read it again. The young drummer who had been watching her out of the corner of his eye ever since the train had left Jackson rushed to the water cooler and came back bearing a glass of cold water, but she waved him aside and sat up shivering in very fear. Dick in danger—her Dick! The rest of that trip was a nightmare of delay to her, and when she finally reached the city it was a very agitated and hurried young lady who hastened up the platform with a prayer in her heart and a sob in her throat. Oh, she would reach her darling without more delay—just as fast as the fastest cab in Memphis could be hired to carry her! Indeed she would.

But at the forward end of the second car ahead she received another shock. For there was her beloved Dick struggling over a grip which an angry and excited old lady with a basket on her arm was trying her best to wrench away from Dick. Dick was quiet but determined, but the old lady was furious. A policeman was making his way toward them through the crowd. Some one had called for an officer.

There is not a more modest young lady in these United States than Miss Mary Seldon was—or than Mrs. Dick Higgins is today. But that time she never stopped to think how it looked or what people might think or say. She dropped her handbag and threw both arms about Dick Higgins' neck and broke into hysterical weeping. A crowd gathered around in spite of the rush to get away, and it was five minutes before explanations were forthcoming and the policeman, satisfied that nobody had committed a crime or contemplated committing one, moved on and left them to their own devices.

Dick had come to meet his sweetheart, and seeing a grip with the name, Miss Mary Seldon on it, had promptly appropriated it. A moment later the old maid with the Skye terrier in the basket on her arm descended from the Terpsichore and beheld him making away with her property. She grabbed the grip and struggled with the bold robber, saying in the meanwhile some things that were not at all complimentary to the young conductor. Dick, for his part, believing he was defending the property of his sweetheart, clung to the grip and expostulated. It was thus that the young and pretty Miss Mary Seldon found them, and it has been explained that she lost

no time in appropriating Dick Higgins to herself.

Ten minutes later the old maid was seated in a cab whirling up town to the office of the veterinarian, while Dick Higgins was making hay in the sunshine of his sweetheart's smiles in the seclusion of another cab which was making its way more leisurely out toward McLean avenue.

"It's no use, Mary Dear," he assured her with a tone of finality, "I'm not going to take any more such chances. You're going to marry me some day. I had intended asking you to marry me before I go back from the convention. But after this evening's experience I'm go-

ing to insist that we have the ceremony performed at once. You hear me? I say right now!"

"Oh, Dick, you're such an impetuous fellow!" protested the girl. "Why, you haven't even a license."

"Stop there!" called Dick to the driver. "Turn around and take us by the courthouse. Yes, I said the courthouse. That's all right; I'll double the fee for you. Now drive up!"

And that very night, in the Presbyterian parsonage, it was done.

And the Skye terrier?

Oh, he got well all right. It was nothing but a distemper.

WILL H. WOODS.



Editor Railway Conductor:

Again a letter is overdue from Eastern Star Division. Nevertheless, my first attempt at writing a letter for publication in THE CONDUCTOR having met with your favor, in that it appeared in print in the May issue of THE RAILWAY CONDUCTOR. I will try again.

As the Twelfth Session of the Grand Division goes down into history as one of those noted assemblages of men and women who met to revise and enact new laws for our brother and sister-hood, let us get down to work and make them a thorough study. Our delegate's report was very good and interesting. And just here, (although a little late) we are glad to congratulate our dear Sister Moore on her re-election to the office of Grand President of our Auxiliary. Congratulations to all Grand Officers.

Division 8 is working steadily, every once in a while taking a Sister by surprise by meeting at her home and holding one of our noted socials, when every person seems to be happy. The last one was held at the home of our President. Our annual picnic was held at Island Park on July 10th, and was a success. This evening, (September 5th) we have an invitation to Sister Jett's home, and needless to say, we anticipate a pleasant evening. But then, 'tis not all sunshine, either, for some of our Sisters have been called upon to part with very near and dear ones, while others have been in very poor health for quite a while.

We are glad to note the improvement in the health of Sisters Dipple, Wetzell, Riddle and Priscilla and Gertrude Bell.

Sadness, as well as happiness, has been in our midst. But then, we need clouds as well as sunshine in our lives to make them what God would have them be, and I, with you all, have had my share of both.

When sickness or death enters the

home of a Sister, these are the incidents that afford us a chance to utter some little word of consolation and comfort to them, or do some kindly act for them. Let us not neglect one opportunity for it will bind the ties of our Order stronger and stronger. And now, I hope we all will interest ourselves in Division work, and in every part of it, so that when the time for our Schools of Instruction comes we will not only anticipate but will derive great benefits from these schools.

MRS. GEO. S. BAILETS.

Sunbury, Pa.

The Secretary of Foote Division No. 68 requests all members both in and out of the city to send to their President or Secretary five cents to pay to the fund of the Railway Men's Home.

Editor Railway Conductor:

It is not long till election of our officers and let us ever remember the work of our Order is worthy of our best and we should be satisfied to give to it nothing less than this. Too often it seems that officers are accepted by members without proper consideration being given to the fact that there are accompanying duties and yet we are taught that with "honors come responsibilities."

One cannot accept an honor and shirk the responsibilities that accompany the honor, and one who would win approbation must give service.

Not infrequently the work of a society is marred by the inattention of one officer when otherwise things would go smoothly. Don't whine, take what comes to you and do your best with it. Train yourself to see the cheerful side of things, strange complaints with a laugh—a cheery laugh is good for the heart and brain and clears the mists from the eyes of faith. I had the pleasure of visiting

Carnegie Division in August and must say Carnegie should feel proud of its Division, also of their D. D. Sister Ody, for she surely is a ray of sunshine in a Division room.

Division 189 held its first annual picnic at Fisher's Grove, August 29, and all present spent a delightful day. About 75 Brothers and Sisters and their families were there with well filled baskets; the day was ideal and I know if the absent Sisters and Brothers could have seen the tables loaded with good things they would have made an extra effort to have been there. The Ladies' Auxiliary held a dinner service at the home of Mrs. F. B. Leggett the 18th of September and all present spent a delightful evening.

MRS. W. F. MILLER.

Dennison, O.

Editor Railway Conductor:

It is time for us to have a letter in THE CONDUCTOR, and although times have been rather dull during the hot weather, we are still in line, and prospering, although a number of our members have taken flight to a cooler climate, making our attendance very small, but we hope, upon their return that cooler weather may prove a stimulant, and renew our energies, that we may, like the children entering school, double our determinations, and work with a will, that we may accomplish great good ere the close of our first year.

We are sorry to note the removal of our Sister Houlihan. No doubt you have all heard of "happy Mike," but this time he brings along his wife who is just as happy, and while we shall miss them very much, we hope that our loss may be the great gain of others.

We are so glad to hear that our dear Sister Perkins is recovering after a long struggle between life and death and sincerely hope that she may soon fill her chair at the door again.

We have had several entertainments, ice cream suppers, etc., which were very successful. We have purchased a piano, and several other small articles of convenience.

A motion was made and carried a few meetings ago, that each baby born into the Division be presented a souvenir spoon, and may I state that the writer's little daughter was the first to receive one, which we appreciate very much.

Our Division meets the second and fourth Thursday afternoons in each month and should any L. A. pass in or around Paducah, we would be highly pleased to have them pay us a visit.

MRS. HENRY HARRIS.

Paducah, Ky.

Editor Railway Conductor:

Several months have passed since First Carolina Division 224 had a letter in THE RAILWAY CONDUCTOR; as we have no elected correspondent, therefore we have no letters.

We are growing steadily, initiated one Sister last meeting and expect another one at next meeting. Despite the very warm weather, we have called off very few meetings on account of failure in attendance.

Our delegate, Sister Beckham, returned from the Grand Division laden with news. Her report was splendid and was very much enjoyed. Thanks to you, Sister Beckham.

'Twill soon be moving day again. We will move our charter at next meeting into the hall newly furnished by the conductors of Division 323. We appreciate your kindness, Brothers, and will lose no time in accepting; we know Congaree Division has a good many bachelors who are not trained, still we think we can make our housekeeping satisfactory.

Some of our members are still away for the hot weather, others think it their duty to stay at home, and they don't know what they miss for we certainly have a jolly time at every meeting.

Division 110 would like to hear from their Sister who strayed off to Columbia; well, she isn't lost, though she had the misfortune to lose her house and contents from fire recently.

We expect to send a donation to the Home for disabled conductors soon.

There has been some sickness among our families lately but all are better at present.

MRS. F. L. SHILLITO.

Columbia, South Carolina.

Editor Railway Conductor:

Many days have passed since Tygard Division 106 has been heard from, and time brings changes, but old Time has dealt kindly with us. Our Division is flourishing, new members coming in, and old ones are taking more interest than ever.

The heated term is long and trying on our attendance at our meetings, yet we always have a goodly number. Our officers are always prompt and work with united effort to interest and please, so our meetings are looked forward to with pleasure.

Our President, Sister Bell, who was delegate also, returned from the Grand Division with a report that was highly instructive and entertaining. We all appreciate the effort she made, in taking note of everything she thought

would be of interest to her Division. And as she in her charming manner described the great work done and the still greater things to be accomplished, the social pleasures, and the many kindnesses shown her, we felt that progress and harmony must be the key-note of our Order.

Grand Vice-President Conlisk (who is our own Sister Conlisk) grows enthusiastic when she speaks of the Memphis local Division, the royal way they entertained the Grand Officers and all members, with true southern hospitality. The kind thoughtfulness, the open welcome, the flowers, the carriages, the attention to small details, and the beautiful gifts will always be remembered with delight. And we as a Division appreciate the spirit in which it was given.

We are proud of our Division and proud of the fact that we have a Grand Officer, and we are proud to have Sister Conlisk as that officer to represent us. And for the welcome and many honors that have been extended her in the many places she has been, we wish to thank you all.

We were all delighted when we heard of the re-election of our Grand President, Sister Moore, as we feel she has our interests at heart, as her long and faithful work has shown.

We would like to have all the good wives of the Brothers who have not joined us yet, to do so soon. We need you, and life is short, some time you may need us. You will be made welcome. The dues are not high, our insurance is cheap, but not obligatory.

Now for a few words (and I hope the good editor won't cut this out) on our absent Sisters who are scattered over Mexico, Central America, California and elsewhere: we send you greeting, and some time write to us. When you can, send us a line, we would be glad to hear from you, and we have not forgotten you.

If any Sister visits our town, come and meet with us, you will be welcome. We meet the second and fourth Thursday of each month at the corner of Main and Fourth Streets.

MRS HENRY O'TOOLE.

Ft. Worth, Texas.

Editor Railway Conductor:

In the perusal of the letters in the August number of THE CONDUCTOR, I note warm weather the excuse for negligence, tardiness and unfaithfulness in performing the important duty imposed upon the correspondents of the many Divisions. Also, the same reason is given for lack of interest in our Orders. Well, Sisters, that is my excuse for the

neglect of my duty as correspondent of Eschscholtzia Division No. 191. Tho' so near the Pacific, as the Sisters in the far east might think, we have warm weather.

Our meetings were discontinued thru' the months of July and August, owing to the fact so many of our members leave town for the summer. The first meeting for the winter campaign will be held on the second Wednesday evening in September. All visiting Sisters are cordially invited to attend, and a goodly number of the members we hope to meet for the season for the vacation is over and the officers need your support.

Our worthy delegate, Sister Nellie Guilfoyle, returned from Grand Division with a splendid report of work done there, also of the social issues of the Convention. She gave her report at a special meeting held for that purpose, that Sister Susie Pratt might hear it before departing for Santa Barbara, Calif., her new home. We are sorry to lose her, also Sister Minnie Buck, who has moved to Fresno, Calif.

At the first meeting Sister Guilfoyle is going to have Division 191 practice some of the new work of the late Grand Division. We all feel it would have been good to have been there, but since it was not our pleasure and privilege, let us begin now to plan to go to Boston in 1909! My! what a treat the Bostonians have in store for the visiting delegates of the O. R. C. and L. A. to O. R. C. of America in 1909!! Let us hope to meet in the famous old city.

"Keep pushing! 'Tis wiser than sitting
aside,
And sighing and watching and waiting
the tide;
In life's earnest battle they only pre-
vail,
Who daily march onward and never say
fail."

Visalia, Calif. MRS. C. H. LUCE.

Editor Railway Conductor:

As correspondent of Division 123 it is my duty to write a letter for THE CONDUCTOR. I have been somewhat neglectful, being so busy at home.

As the hot weather is over (although we have not had much of that this summer) and having returned from their vacations, the members are beginning to show a little more interest in the meetings, and we need considerable of that here.

During the time of the Grand Division at Memphis, as we were at meeting one evening, Sister Clay read a very interesting letter from Sister O'Malley, who

was acting as delegate for No. 123. I'm sure we would all have enjoyed being there.

We were all glad to welcome Sister Brown back to our Division room after her recent illness, and hope she will continue gaining strength.

Our sewing society, which we have in connection with our Division, was entertained by Sister McCormick on the 12th of September. It was our first meeting since last spring. Nearly all the members were present and each brought her own work, and all enjoyed a pleasant afternoon.

On May 22d Sister Thompson of Rocky Mountain Division No. 207, Missoula, Mont., visited our Division and gave us an interesting talk concerning their home Division, and Sego Lily Division No. 150, located at Salt Lake City, Utah. Come again, Sister Thompson, as we are always glad to welcome you or any Sister who may chance to visit in Austin.

MRS. JOE TUCKER.

Austin, Minn.

Editor Railway Conductor:

In writing to a friend in this city, a conductor says "tell Mrs. Watters I always look for her letters in THE CONDUCTOR." What an inspiration, Brother, when I had about concluded there was nothing original in me except original sin. Well, having survived the hottest season known, cooler weather now approaches. We have taken on renewed interest, and expect to accomplish much good in the work in which we are engaged during the winter. A gentle reminder over the phone from that ever zealous guardian of the Order of Railway Conductors' interests in San Antonio. Brother W. A. Shafer, telling us some poor Brother has succumbed to the inevitable and his family needs our assistance, never fails to strike a responsive chord in our sympathy. Our presence often helps to brighten a death bed scene, or soothe the brow of the afflicted. It being nice to know that people have confidence in us, reminds me of a remark made by a Brother conductor's wife who had just been bereft of her companion. I am so pleased, said she, to know that husband can be buried with the conductors, for although I never expect to live in your city I know the boys will take care of his grave. On arriving at the cemetery I was fully convinced that the boys do take care of the graves of their departed, for on an elevated green velvety mound were rows and rows of well kept graves with substantial headstones legibly inscribed, and in the center of which stood a monument with the

Order of Railway Conductors' emblem, which in a short time I understand is to be replaced by a much more elaborate one, which will stand as a mute testimony of the liberality of the conductors towards their fallen Brothers, who feel that next to their duty to the living comes that for the dead. Any conductor falling by the wayside in San Antonio can always feel assured that his grave is kept green.

Our sincere condolence goes out to our beloved President, Sister Ferguson, of the Houston Division, in the loss of her esteemed husband. Sister Robinett, the regular correspondent of the San Antonio Division is at present rejoicing over the arrival of a baby girl at her home. Brother Robinett, at all times modest and retiring, his pride is painfully visible in the new addition to his interesting family. Sister Alice Smith tendered the members of San Antonio Division and their friends a reception at her cosy home in August. Those who withstood the rays of old Sol to attend were amply repaid, for Sister Smith had planned everything for their comfort and enjoyment, a good time being enjoyed by those who attended.

It is a source of much pleasure to the writer along with hosts of other friends to note the rapid advance of our old friend, Brother M. M. Hoover, who is at present assistant superintendent of the El Paso Division on the Southern Pacific and predicts that his brilliant intellect will still carry him higher in his favored calling.

MRS. T. I. WATTERS.

San Antonio, Texas.

Editor Railway Conductor:

East Rock Division 220 is just two years old. Just think what a mere infant in years, but what a full grown maiden in membership, good will and friendship. We are still growing in the dear old city of Elms, in the shadow of mighty Yale, and gazing out to Long Island Sound we see the beacon light shining o'er the rippling waters a welcome sight to mariners. Our little Auxiliary is a beacon of charity, truth and friendship and I trust we all live up to our motto. In the distance we see the two mountainous rocks, East and West Rock, East Rock towering over 400 feet and clothed in autumnal apparel of green and gold, and with its memorial monument to the soldiers and sailors at its summit, it stands like a giant sentinel over the busy city. It was a worthy name for our little Division. As it stands firm and solid against the storms and elements of the weather, so may our Division stand firm and strong against the storms of

sorrow and adversity. We enjoy our meetings very much and the Sisters take a deep interest in the work. We have members who come from Bridgeport 18 miles, Waterbury 30 miles, South Norwalk 32 miles and other places, who do all their work up early in the week and cut the last thread in their mending basket and hurry to catch trolley or train the first and third Thursdays of each month. That shows a good interest, I think. We have two Sisters who moved to New York. We miss their presence at our meetings, and one member was taken by the grim reaper. We mourn her loss. Sisters Hinchy, Ross and McGill have had members of their families seriously ill, but we hope their recovery is near. Our delegate, Sister Perkins, gave us some interesting news of the Grand Division and some of the Sisters who also took the trip "Way Down in Dixie," told of their pleasant journey. Oh! how I longed to be with them, but I was holding a little convention of my own and little Miss Virginia, born April 29th, was Grand President and was present at every session. Elm City Division 317 expects to have a class initiation October 6th and they have a number of petitions and I trust they may continue to increase their membership. By the way, we ought to get a few of the wives to come into our Division. Guess we better wake up and get a class initiation ourselves. We are always pleased to have the Sisters of other Divisions visit us and when you knock for admission to our cosy little corner, you will find welcome on every Sister's face.

MRS. LOUISE B. FLANNIGAN.
New Haven, Conn.

Editor Railway Conductor:

Here we are in the midst of autumn once more. The beautiful leaves of green are fast turning to somber brown. The year 1907 will soon be gone. All this helps to remind us how our lives are fleeting away.

Merrimac Division No. 93, has had regular meetings with one exception through the summer. The 1st Tuesday in July was the day voted upon favorably for our annual outing. Although your correspondent was unable to attend, a good number of Auxiliary Sisters did take the trip to Hampton Beach via Portsmouth, N. H., and it was extremely enjoyed by those able to go—and there was good luck for all.

We are taking in new members occasionally, so we keep our numbers replenished.

We hope to be able to have our long talked of fair this fall and with the help the good O. R. C. Brothers always give us in time of need and distress we may look for another successful event. By the way, I am told 335 is prospering well, and on the occasion of meeting with No. 413 in August in Boston, Mass., Brothers Bean, Head and Brown had the good pleasure of being present to meet Brother Garretson, President, once more. It is very nice to meet and become acquainted with our Grand Officers. All such meetings are helpful and instructive. The advantages of such union meetings help the officers and their subordinates to know how to better the condition of things existing in their separate Divisions.

Just now our Concord division of B. & M. R. R. and men have passed through a terrible railroad accident. The Quebec Express No. 30, and freight No. 267, with Brothers T. O. Brown on the express and B. A. Lawrence on the freight, met in head on collision on the morning of Sunday, September 15, at West Canaan, N. H., fifty miles north of Concord, resulting in score being killed and as many wounded. Brother Brown was injured and is in the Marguerite Pillsbury Hospital at this time, but gaining. Brother Lawrence was more fortunate, and escaped serious injuries. Well, when we look at the powerful engines and the large and commodious passenger coaches and think of the speed at which they run through this world to make time it is, as some writer remarked not long since, a great wonder that so many people come out of such accidents alive and uninjured. In this wreck we are thankful to our Heavenly Father that no trainmen, engineers or firemen were killed.

In closing my letter this month let me say to O. R. C. Brothers, so live as to be ready when the final summons comes. Not that I mean to be sober and sad, be cheerful and lively, "Laugh every day," and "the world will laugh with you. Make somebody happy every day and look after the little deeds. Don't forget kindnesses from one to another, for as we sow we shall reap, and the best way is to "scatter seeds of kindness" for our reaping bye and bye, and the gentle reproof often works wonders.

MRS. ALVIN B. COLE.

Concord, N. H.



FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

No doubt every reader of *THE CONDUCTOR* has noticed that railway transportation has become one of the leading questions with nearly every public speaker, newspaper man, and no end of hand-wagon politicians. With Mr. Bryan's public, or government ownership, and President Roosevelt's federal control of public utilities in general, and railway properties in particular, the indications are that railway transportation will play a leading part in the 1908 campaign.

As this is a very vital subject to the members of our Order, who must be among the greatest sufferers if a mistake is made, it behooves us to look about and see where we are at, and when we get our bearings take on our coats and hustle in the interest of the railway employe.

It is true, no matter what arguments may be offered, there will be a few who will insist on seeing things differently, but this is mainly owing to the fact that there are still a few of us who are living back in the 19th century and will not let our minds go beyond the narrow limits of our factional prejudice; this does not apply, however, to at least 90 per cent of the American railway conductors, who are, as a whole, truly representatives of the best type of independent thinkers, such as made it possible a few years ago to give the candidates of one party enormous majorities for state and a like majority for the opposite party on the national ticket in the same state, which is a very emphatic demonstration that the American people are becoming too intelligent to be led any longer by cross-roads and county-fair orators. They think for themselves, know what they want

and get after it, notwithstanding a few pessimistic talkers and writers who hold forth from time to time. We get a mild sample occasionally in the *Fraternal* columns of *THE CONDUCTOR*—telling us that we are being robbed of our birth right and everything is going to the "demnition how-wows" because we are always falling in line and electing the worst thieves and all-around cut-throats outside of the penitentiary to public offices. I did not start out to write a diatribe on political ethics but I cannot help but point such to the history of France under the Bourbon dynasty, or Spain under Philip II; then read England under the Stuarts. If that is not bad enough, go back to Rome under the Cæsars, from Julius to Constantine, or Russia from Ivan the Terrible to the present time, in fact, read the history of all nations, from the first Ptolemy of Egypt to the present time, and see if we have not gotten the cleanest and best system of government in the history of the world.

Education has let in the light and the American citizen today, though he respects his position or calling, stands in fear of no man because of it, be he ruler, priest or public officer.

In a country like ours, however, where the economic system is an essential part of the government, when economic conditions are constantly changing and progress is making such rapid strides, we are continually being confronted with new problems which must be met and solved and the railways seem to have the floor now.

Since all public corporations get their very existence from the people through its law-making body who represent them, and railways are granted the "right of eminent domain" because they are

a public utility and are expected to serve the people, it stands as a matter of course that the same power that gives them an existence can not be denied the right to a reasonable supervisory power, but since the owners and operators furnish the capital and labor which gives it a tangible existence AND ARE RESPONSIBLE FOR ITS MANAGEMENT they must be allowed discretion to manage their property in such manner as experience and sound business methods dictate.

With the present agitation and rate legislation going beyond all reasonable

With all due regard to Col. Bryan's ability for discovering shibboleths, it is a safe guess that less than five per cent of the people want "government ownership" and a safer guess that not one logical thinker wants it, yet, with all its possibilities for graft, economic confusion and deterioration in the hands of inexperienced politicians with a pull, it would be infinitely better for the government to borrow or go in debt for the \$13,000,000,000 necessary to own them and take full charge, than for our legislatures to dictate the man-



Group of O. R. C. Conductors taken at Paraiso, Canal Zone, who help remove ground dug for the Panama Canal. There are more of them but this is a sample lot. Their names are as follows:
 From Left to Right, Standing—J. M. Carrol, Div. 154; W. B. Jordan, Div. 443; W. E. Ellenwood, Div. 363; A. J. Carter, Div. 107; J. H. Phoenix, Div. 465.
 From Left to Right, Seated—J. Abercrombie, Div. 175; W. M. McIntyre, Div. 70; M. E. Egan, Div. 159; R. F. Loy, Div. 443.

bounds it is only a matter of time, if it continues, until our railway managers will be so hedged about with restrictive laws that they will be virtually helpless to either give good service to the public or guard the interests of the stockholders, which is essential to its progressiveness, and will be forced as a matter of self preservation to meet the enormous reduction in revenue by a like reduction in expenses and that includes a cut in the trainman's pay.

agement of the roads without sharing any of its responsibilities.

A proper regard for the rights of the people calls for laws that will insure an honest and open accounting of the property, the abolition of secret rebate and discrimination in rates and service in favor of the annointed ones but decency demands that it stop here. The fact is, the general public are really indifferent as to the outcome of this rate legislation; it is only the shippers of wheat,

corn or hogs, jobbers and commercial men who are doing the bulk of the agitating in favor of rates that look like ruin to the interest of the railway employe. These men have their hearts buried so deeply in their bank accounts and strong boxes that they are oblivious to even common decency in commercial ethics.

The truth of the matter is, the general public will not get one iota of benefit from the lower rates; they will have to pay just as much for their flour, potatoes, meat and clothing as can be got out of them and do business whether the rates remain at a paying basis for the railroads or are reduced in the interest of the shipper's bank account.

The railway train service man has been gradually forcing his way to social betterment, so far as increased pay and better working conditions could help to bring it about, in the past 20 years, yet when compared with the pay and working hours of other callings and the cost of living it is not yet commensurate with the risk and exposure required of him.

It is true railway conductors get as much in the aggregate per month as some of the best paid men in other callings, but note the difference in the work. There is scarcely a trade or profession today, outside of railway train service, requiring more than 210 to 220 hours work per month, some even less, or 8 hours per day, with Saturday half-holidays and Sundays off, paying from \$4.50 to \$6.00 per day; the railway conductor has to put in on an average 12 hours per day and 30 days per month, or a total of 360 hours per month, to earn the same pay. The tradesman or professional man in other callings has a regular hour to go to work each day and knows exactly when he can get his dinner and quits promptly at quitting time. He is usually sheltered when at work, and if he makes a mistake, at the worst the loss amounts to little more than his time and labor for a few hours. Not so with the railway conductor; he must go when called, at any hour of the day or night, if we except the small percentage who are on passenger runs, he must take charge of thousands of dollars' worth of property, he must be familiar with the working schedule of the road he works on; he must know positively before starting out, and know it quickly, that all trains past due having superior rights have arrived or left; he must, as a rule, get this information personally by checking up the register train. His brain is constantly working to care for and secure the safety of his train and guard against mistakes. A mistake may mean the maiming and

killing of hundreds of human beings, the destruction of thousands of dollars' worth of property, to say nothing of the loss incident to the stoppage of traffic; he must face all kinds of weather, he cannot say, "I guess I won't go out to-night in this storm," he must go, rain or shine, hot or cold, daylight or dark, no matter what the hour or the weather. Surely he earns all he gets, and yet in the face of all this the wholesaler and shipper and the professional men are turning heaven and earth to force rates, in order that their profits may be increased, that can only be met by a reduction in working expense, at least 90 per cent of which must come off the pay of the railway employe, as I see it. I may be wrong, but if so, I want to be shown, though I am from Pennsylvania instead of Missouri.

Brothers, what are we going to do about it? Are we going to sit still and let the shippers and commercial men have it all their own way and convince our law makers, both state and national, that there is only one side to the question, or are we going to take a hand and awaken them to the fact that there are a couple of million railway employes who want a square deal and want to be heard on the other side? Are we going to sit still and lose all we have gained in the past 20 years without a protest? While we may differ at times with our officers as to what is a fair and equitable adjustment of pay and working conditions, we must stand shoulder to shoulder with them in defending the property of our employers against what might be termed unjust legislation, but which should be called "malignant legislation." At least the animus behind some of the leading advocates of cut-rate laws, as their language indicates, gives it that appearance. Our own welfare demands that we look into this question and be prepared to talk protection to railway employes intelligently before they get us down and out.

Pittsburg, Pa. JAS. B. GAUSS.

Editor Railway Conductor:

I will start this trip by giving notice that Division No. 44 has changed its day of meeting to Mondays, at same hour, 2 o'clock p. m., to see if better attendance cannot be had. This is probably the most important item.

Next, while I have had no change of heart in regard to representation in Grand Division, by Districts, (provided it is decided as desirable and feasible to hold such conventions) I will admit that I have been convinced that results are the desideratum, and it does not matter by what means said results are accomplished. In other words, enact

well considered laws, by some means, and the means are a secondary consideration, and as the present plant of machinery is the Jurisprudence Committee, and the final concurrence of the Grand Division in the recommendations of that committee, I want to impress upon, and keep ever before the prospective delegates the fact that we **MUST** devise some means whereby the desired results will be attained, without the accustomed use of friction and oil, otherwise so many delegates, and such wasteful expenditure of the general funds.]

is good; not necessarily because such appointment would tend to make the committee partial, but to remove any grounds for an accusation or belief that they might be; also it follows along the line of a government by a *real* majority.

The District or State Plan of Representation must eventually govern, as also will, without doubt, the Initiative and Referendum plan. I can see all sorts of reasons for, and not a single valid, business one against it, and I believe a majority will soon look at it the same way.



Canadian Pacific R. R. Track Between Pilot Mound and Wood Bay, Manitoba.
Snow 17 Feet Deep, April 17, 1907.

From my limited viewpoint there is nothing that promises so much in this direction, as state or District Conventions to handle the matters obtaining locally, and to elect and select the very best and thoroughly representative members therein to be the delegates to the Grand Division. Such a body would have some show of being Grand in all ways, whereas now—well, there is no question. NIT.

Ap[ro]pos of the "means of legislation" the idea of my good Brother, "Murat" to "elect" instead of appointing the Committee on Jurisprudence

Now, along this "Educational" line: how about this talk we hear, and see in print, of the railroad companies (supposedly through their customary channels) starting a sentiment, and then a movement, to get the Federal law modified, in regard to the handling of "Bad Order" cars, or in other words, cars that have their draw gear damaged, or altogether pulled out, through terminals, or at least through repair points, to destination? Probably they will endeavor to show the dear public, or at least the shipper, that it will be to his, or their advantage; that it will facili-

tate the receipt and delivery of goods; possibly they will even go into the so-called "Car Shortage" problem, to help their cause, and by the way, pardon the digression, but did it ever strike you that it is only since the "tonnage" idea became so rampant, that this was so acute? This shortage so short? They talk about "terminal detention," "slow switching service," and a lot of other, and, I admit, plausible reasons, and things that should be remedied, but to me, it is almost pitiful how even the Government investigators are ominously silent on what I believe every practical man, that will dare tell his candid opinion, will agree is the prime cause of the much talked of "car shortage," viz: dragging (this word is used advisedly). I say DRAGGING the maximum limit of pounds over a division, regardless of the welfare of the man who pays the freight. Why, it is a common thing nowadays for freight to be on the road all the way from twice to five times as long as formerly. Why should there not be a shortage of cars? However, apparently, the craze has come to stay, for the companies have not bought all sorts of heavy equipment, laid heavy steel, extended terminal facilities, with any other idea, and the only shortening of time on respective divisions will be that the divisions themselves will be shortened, so as not to run counter to the time limit for getting trains over them. The "tonnage drag" will stay, mark the prophecy. Excuse me, the ideas crowd too fast. To go back: why would it not be well to at least watch closely, and if necessary, memorialize the congress, or its constituent members, to consider well before modification or nullification of a good protective law? Brothers, it is well to try to enact laws, or have them passed, but experience has shown that it is also well to keep them effective.

No one can sit still, and say "let well enough alone;" if proven to be well enough, remember the price of safety: eternal vigilance. This, again, is wide of the scope originally intended, but I trust it will not be confusing, the idea being that in our Order, in the States, and in our nation, we want good laws, and that they are carried out, the how we get them being incidental.

To watch these things is also educational.

In closing, I wish to call attention to something recently brought out forcibly in Denver; viz: that there is a situation possible, as regards our Order and another operating organization, that is an anomaly, and should be legally rectified before a similar case arises. I refer to the B. R. T. yard strike on the Colorado &

Southern Ry., and its subsequent extension to the road men, through sympathy. Many a good man was put to guessing as to his duty to his Order, to himself, to his family, and also to the company, and though we were fortunate in an amicable settlement, in having good advice, and in having competent leaders, there were many unpleasant things, and though it might never occur again, the possibility is there, that it might, at any time, and in time of peace the wise man prepares for war. You know what Sherman called war. Many will not understand this situation, but those that do, will agree with me, I trust

Denver, Colo.

F. D. ELLIOTT.

Editor Railway Conductor:

Every laborer is worthy of his hire. Men in all walks of life are trying to promote their own interests. This is sometimes accomplished through the individual, but more largely is the goal reached by and through united effort. To the railway organizations is to be credited a world power in the labor field. Theirs is a separate field, however. The reason for this is manifest through the duties to be performed. Eternal vigilance is the price of safety. How great is the endless chain of requirements of railway employees; men to obtain promotion, must show their capacity for greater responsibility. In accepting employment, employees must assume its risks, so the company says. What is the meaning of all this? Who can name a price that will recompense a man for the responsibility that he is required to assume? Let me name three things that necessarily are needful to complete our organization: First, protection. Second, finance. Third, social relations. These comprise the foundation and ground work of our different organizations; without these we would be a blank. Experience has taught us that united we stand, divided we fall. That a committee of men armed with the knowledge of all members of this organization, and clothed with the proper authority, can bring about more satisfactory results. But how trying have been our experiences. Brothers, you that have never met the rebuffs of an official who, from his viewpoint, would make you believe that the privilege of working for a railroad was a compliment to you, that the consideration you received was above the average wage (queer thing such would be). And when we (your committee) return to our constituency to again meet with the grip of an icy hand and numerous marble hearts that at all times fill the lodge room, when you

make your report of adjustment. The more I come in contact with committee work, the more I am lead to believe it to be the least appreciated work done. And why? Because men are so selfish. Could each and every man settle his own grievances it would take some of that selfish feeling out of them. I think one appearance before some officials would do them for all time to come. I call to memory a remark made by an official to a committee of adjustment. When the question of asking for more consideration for men in passenger service was up, this official, with all the dignity of his office said: "What! asking for more pay for passenger men and they handle our money." This left it to you to draw your own conclusion as to its meaning. Of course, this somewhat dazed us, but not daunted by the remark, we secured better than an eight per cent. raise at the time, and the good work has been going on ever since.

It may be an individual idea, but I say that your committees of adjustment are not yet recompensed fully for what they do. I am an ardent supporter of the General Chairman's associations. Not that I take that view from my now filling a place on the executive board of the eastern association, but for the reason that it is the only way for us to secure a standard of wage and hours. On our road we have conductors running over three systems, and all have a different grade of pay and hours. This will never be overcome while conditions exist as at present. Concerted action is the only remedy. I hope to live to see the day that no conductor gets less than \$150.00 per month; I believe he is worth just as much as the man that controls the atmosphere. For where the responsibility is equal I can't see why there should be any distinction in the pay. I scout the idea of an Eagle Eye, who makes no more miles than I do, drawing pay on pay day fifty to seventy-five per cent more than the conductor. And I am not to be understood as wanting to knock the engineers, for they don't get any too much. But God knows and so do numbers of you, that the conductor must yet have his innings.

Gentle readers, before closing this Pauline epistle, I would just like to hand you one that I have not been able to, as yet, solve, that some of you might be able to throw a little light on the matter or solve the reason for it. Ten years ago on a system eighty miles long, and just as wide as any other road, the engineer and conductor drew the same amount in wages, \$75.00 per

month. Today on a mileage basis, the engineer and conductor making the same mileage, the engineer makes \$160.00 per month and the conductor \$118.00. In my opinion if this is right now the conductor was paid too much in the start, so in conclusion I say don't get cold feet, Brothers. You are worth just as much as any man on the train and to that end let us persevere.

Hamilton, Ont. J. E. OLDFIELD.

Editor Railway Conductor:

During the month of July the politicians had the A. C. L. and the Southern railways "up a tree". The passenger tariff was reduced to 2½ cents by the legislature, effective July 1st. The railroads through Judge Pritchard took out an injunction restraining the corporation commission from enforcing the reduction. Then the politicians went crazy and inflamed the people with the cry of "states rights" being jeopardized by corporations in unison with the United States government. The cry of annulling the rights of the dear people was uppermost and the real situation was drowned while Governor Glenn (with senatorial aspirations) stood with one hand waving the state flag while he held in the other hand the political wires or pressed strenuously the button that controlled the political destiny of numerous aspirants.

After several consultations between the warring factions a compromise was reached by which the reduction was effective August 8, and all disputed points to be settled by the United States courts, and the country was saved, "states rights" maintained, and the state and the politicians were victorious, while railroads must haul passengers for less than cost. The News and Observer came out with red type and told us in yellow journal parlance and with various cartoons how North Carolina had whipped the United States government into line! Bah!!

The Southern Railway has done for western North Carolina what the A. C. L. has done for the eastern part of the state in way of development. Western North Carolina has been made a resort both in winter and summer and as a result thousands of visitors with hundreds of thousands of dollars visit that territory and furnish a market for the products of that section, while the eastern part has been converted into a trucking garden and the farmers reap a harvest every year from the sale of truck and the land that a few years ago could be bought for a trifle now sells from \$50 to \$150 per acre. All this success was the result of facilities given by these

corporations in their respective territory and for these facilities and attendant blessings and for this the appreciation is like unto the snake that smites the hand that warms him.

This grand stand play by the office seekers and grafters has hammered the corporation bonds down so that they cannot raise the necessary funds to continue the improvement of double tracking and better terminal facilities, and unless a reaction soon takes place we may look for a standstill with all these improvements and we may see a 2½ cent schedule and a 2½ cent train, which means slower and mixed trains, for no law will stand that requires work for less than cost.

The finale is not yet and "he laughs best who laughs last," and the Governor may yet be hoisted on his own petard.

The extra work imposed upon the agents and conductors in issuing receipts has been something fierce and almost an impossibility when travel was heavy, necessitating extra force on the train to handle the business according to law. Our business for the past few months has been appreciably diminished, which gives the company time to catch up with the delayed freight and business is now handled normally.

The prognostications presented in the July CONDUCTOR by Madam Rumor have been verified and more too. The system has been redivisioned and re-districted with numerous official changes which are generally satisfactory.

Some correspondent in the "Columbia State" speaks of the A. C. L. promotions from the ranks and tells of Superintendent G. D. Pugh having been a fireman. We have known Superintendent Pugh since before he entered the railroad service and have never known him to fire anything except subordinates. General Superintendent Newall was a conductor but never an Order man. Superintendent Council was a member of Division 208. Superintendent Porter was an operator and agent. Superintendent McArthur was conductor and a member of Division 271, before he was transferred to Florida. Superintendent Huggins came to the A. C. L. with experience—about 1888; was dispatcher, train master, general inspector of signals and then superintendent. Superintendent Fountain was operator and agent, then dispatcher. Superintendent of Transportation Wooten was operator, dispatcher and superintendent. General Superintendent Brand was operator from the old C. S. N.

Superintendent Hare was operator, dispatcher and train master. Superintendent Murchison came to the A.

C. L. from the old C. F. & Y. V. Superintendent Hughes was operator, dispatcher and trainmaster. General Superintendent Anderson came to the A. C. L. from the C. and W. C. With regard to other promotions we are not familiar with their pedigree.

Recently we have been free from accidents but in July we fell into line and had a collision between No. 80 and a freight train on the Richmond district, resulting in considerable damage to property and loss of one life. The summer excursions so numerous in Wilmington heretofore have been abandoned owing to scarcity of rolling stock and the rush to the Jamestown Exposition. This has caused us all to heave a sigh of relief, for the layman cannot understand the trouble of a conductor when he takes a train load of hayseed into a wet town, knowing there will be many drunks to take out on the return.

Recent letters from Brother Walker cause us all to rejoice with a hope that he will be with us in the early fall.

The redistricting of the A. C. Line has scattered some of us so badly that we scarcely know where we are. No. 54 and No. 55 are partly on three systems, two divisions and four districts.

The crop conditions have greatly improved in the last month and if improvements continue all crops will be about the average and we can look for a good business in the fall and winter, both freight and passenger.

Wilmington, N. C. LA FAYETTE.

Editor Railway Conductor:

We have a correspondent but I cannot prove it.

Division 139 used to take pride in keeping itself in our monthly, and felt the better for it, but for the past two years we have fallen by the wayside and it seems there is no hope for the better. A real live Division at this place fills the bill in every particular—a membership of 200 and a good lot of conductors they are.

As to business here, the L. & N. is getting its share. They had a serious block this summer by a freight wreck in Copper Ridge Tunnel, causing them to have to deliver both passenger and freight over the Southern to Coal Creek, but the line is again open and things are running smooth enough. The Southern finds itself very short on power and cars. This works a great hardship on the coal mines along their line as well as making our trips very few. Double tracking almost completed as far east as Morristown, and being put in between Ottowah and Chattanooga.

Where we formerly had one Division with one superintendent, we now have

three, and three superintendents and three train masters

Our local chairman, Thomas E. McLean, is off and away on a trip to Idaho, where he is interested in a large sheep ranch. The veteran, Capt. Jno. Moore, out of service for some time from losing a limb, is the same jovial, good hearted Capt. Jno. as of yore, and the boys are always glad to see him out to the meetings.

Most of our passenger men are getting their lay-off through the hot season, and this brings into prominence new faces and brass buttons.

Eugene Ragsdale has a home at Powell, eight miles out on the K. & O. He spends his summers very pleasantly there, and holds his run—the night train to Oakdale.

No. 41 and No. 42, between Bristol and Chattanooga, are very heavy at this season of the year—eleven to fourteen cars—which makes a very heavy train for this hilly country.

But for good water, mountain breezes and healthfulness in general, eastern Tennessee can't be beat, and if you don't believe it, come and try it.

Knoxville, Tenn.

R&X.

Editor Railway Conductor:

Division No. 205 is still doing business at the same old stand. Pythian Castle, Portsmouth, meets on second and fourth Sundays, at 2:10 p.m. The latch string hangs on the outside and all O. R. C. conductors attending the exposition who are in town on meeting Sundays, the officers and members of Division 205 will be very much pleased to have you meet with us. We have plenty of room and all will be sure of a nice, comfortable seat. The conductors throughout this section have been very busy, as the volume of traffic has been very heavy, both freight and passenger.

Brother C. M. Cobb, who has lately been appointed trainmaster of the Norfolk district of the Atlantic Coast Line, has been very busy as the A. C. L. has been handling a large volume of the exposition traffic. Brother Cobb has made a record for himself in handling the exposition traffic so successfully.

The conductors in the Norfolk district presented Brother J. G. Kornegay, local chairman of A. C. L. committee, with a very handsome O. R. C. ring as a token of their appreciation of his work.

Brother W. C. Coffield, general yardmaster N. & S. Ry. can be seen at his post of duty again, though he is still walking with the aid of two sticks—glad to see you out again, Brother C.

Mr. Editor and Brothers, there is one thing I think the Order of Railway Conductors is doing that is bad policy;

we are growing conductors too fast; twelve months, I think, is plenty short enough to make a conductor.

I note the change of title of our Grand Officers. We lost our old Grand Chief Conductor and soon after we lost the title we and our Past Grand Chief Conductors were all proud of. The word President may sound better to some, but, Brothers, it does not to me and many others.

P. B. LUKE.

Portsmouth, Va.

Editor Railway Conductor:

The following donations have been received at the Home for the month of September:

O. R. C. DIVISIONS.

34.....	\$12.00	265.....	5.00
54.....	12.00	291.....	10.00
74.....	5.00	295.....	10.00
225.....	2.00	413.....	12.00
290.....	12.00		
TOTAL.....			\$75.00

L. A. C. DIVISIONS.

9.....	\$ 5.00	68.....	4.45
14.....	1.25	73.....	1.20
24.....	1.10	139.....	5.00
25.....	1.80	175.....	5.00
37.....	2.25	195.....	5.00
42.....	2.50	221.....	2.00
66.....	1.40		
TOTAL.....			\$37.95

SUMMARY.

O. R. C. Divisions	\$ 75.00
B. R. T. Lodges	125.30
B. L. E. Divisions	255.25
B. L. F. Lodges	76.50
L. A. C. Divisions	37.95
L. A. T. Lodges	23.00
G. I. A. Divisions	35.00
L. S. to F. Lodges	19.00
James Costello, No. 270, O. R. C.	1.00
Alfred Lunt, No. 456, B.R.T....	1.00
Proceeds of a picnic held at the Home by Fidelity Lodge, No. 4, L. A. T.	22.05
Sale of Junk	5.00
TOTAL.....	\$676.05

Respectfully submitted,

JOHN O'KEEFE,

Sec. and Treas.

Highland, Park Ill.

Editor Railway Conductor:

As it has been these many days since we were heard from I fear some of our distant Sisters are uneasy about us.

We have had very little sickness or trouble in our membership circle the past year. We have had two new members since the beginning of the year. I am sorry to say some of our mem-

bers are slow coming to our meetings. Now, Sisters, come out to meetings, extend to our President a glad, helping hand. She needs our assistance. Be Sisterly; life is so short at best, and oh, how happy it makes us feel to be remembered by the dear Sisters. It is a very good rule which compels a member to attend six meetings a year to be entitled to vote. We are contemplating attending a School of Instruction in East St. Louis in February. I hope all Sisters will go if possible.

We had to part with one of our most loyal Sisters recently.—Sister McCammon, her "better half" being transferred to Hoxie as yardmaster. In conclusion I will say let us live up to our motto, "Charity, Truth and Friendship."

DeSoto, Mo. MRS. IDA AYLSWORTH.

Editor Railway Conductor:

Division 413, O. R. C., Boston, will long remember the dates, Sept. 7, 8, and 9, 1907. Under the management of A. A. Ingalls, T. W. Smithers and H. W. Cook, a trip was made to the White Mountains by a special train of Pullman cars. Train in charge of Conductor Gilman E. Marston, Eastern division.

The outing consisted of conductors of 413 and their families and a few invited guests. There were one hundred and eighty nine in the party and a happier, jollier party never left the North Union Station. The route from Boston was via Eastern division, North Conway and Crawford Notch. The party was supposed to be in dreamland soon after leaving the Hub, to awaken in the beautiful Crawford Notch. The train was double-headed through the Notch, and with snuffing and snorting from the engines we were wending our way up hundreds of feet above sea level. The view from the train was of mountains and their unapproachable summits, with now and then a strip of silver white hanging headlong over crags, looking as though the solid rock had melted into streams of silver to fill the valley below. It certainly is the Notch Beautiful. Through the Notch we entered the spacious dining hall of the Fabyan House and a party of pleasure seekers were never more graciously and cordially received and entertained. The morning repast at the Fabyan was an up-builder to the inner man, a breakfast fit for crowned heads. It was a case of open house and hearts of our hosts, Messrs. Banon, Merrill & Banon Co. Linger longer was the Fabyan motto. In front and about the piazza of the Fabyan House and also at the railway station the wily photographer grouped the party and

had the pictures finished on our return from the summit trip. The last we heard of the artist he had sold out and taking orders for more pictures.

Under Conductor Rowley's orders we were soon on the way from the Fabyan Station to the base of old Mt. Washington. At the base we changed cars and took the mountain climbing railway, known as "cog road" which consists of a locomotive and one car; it took five trains to transport the party to the summit; Conductor Rowley in charge of all the trains. Conductor R— is a hustler from base to summit. The ascent is one of grandeur, and it is useless for me to attempt to describe the beauties of this trip. Each member of the party can reflect and then be lost in wonder. Soon we hear Summit announced and are again received as at Fabyan, with a hearty welcome; ushered into a dining room where dinner seemed to be served as with fairy hands and wand, so magic like was everything done by those in charge. After dinner, time was given for souvenir postal sending and sight seeing, although nature interfered by shedding tears. All hearts were merry, 6300 feet above the sea.

A visit to the newspaper office, the only paper printed on the summit of any mountain in the world, was a novelty. Everyone purchased a copy of "Among the Clouds" to see how his or her name looked in print.

Preparation to descend was next in order and away we glide, down, down, towed by the little hay burner. At the base we change and take our train for the Profile; we can't get by the Fabyan without a stop, and we all know the reason why. Off again! the train runs through a sort of lover's lane for a few miles and then we alight at the Profile. Of all the beauty spots the writer has ever seen, the Profile is the gem. From all in our party it was one grand exclamation, What a beautiful place! Yes, it seems that the Almighty had dropped a gem from his diadem, and it fell between these two mountain ranges. It surely is a mountain gem. Close at hand are shaded walks to Lake Profile, a placid sheet of water hugged tight between the mountains. And towering far above is the mighty profile of that grand "Old man of the Mountain." We stood on the shore of the pretty lake and watched the clouds roll by and against that stone face, all eager to catch a glimpse of him; as the clouds break, the profile stands out in awful dignity, and all remark, I see him, I see him. It is a mighty statue, but we must leave it.

We retrace our steps and are soon

entering the Profile dining hall, which is a thing of beauty with its finish of pure white and its service perfect in every detail. Everything at the Profile House coincided with the grandeur and beauty of scenery which surrounds it. We had perfect welcome at the Profile.

The return from Profile to Fabyan was full of pleasant joking and merry laughter. Happy Jack Gallagher, with his peculiar pronunciation of "Sure" and "Very Well" was the hit of the trip. We were crestfallen for a while on learning, while at the Profile, that Brother John Parant was not with us to enjoy the hospitality of the Profile House. He had been left at the Fabyan with a number of the party. John, while endeavoring to have members of the party aboard for the Profile House had returned to Fabyan Station as the train was disappearing. Brother John has a happy faculty of looking on the bright side and we learned later that he and party had a thirteen mile drive about the surrounding country. Our loss was their gain.

Again at the Fabyan we enter our Pullman. A voice is heard in our car, "Concert at the Fabyan, come up; Train will not leave until 9:30 p.m." Some attended the concert, others retired to their berths, ready and willing to enter the land of nod.

Brother A. A. Ingalls was everywhere at the same time, looking after the interest of each member of the party. He was so absorbed in our welfare there were times when he couldn't keep track of his own wife. "Any one seen my wife?" still rings in our ears. Brother Ingalls has tact for making things go, and go right. Our party was made up of some distinguished visitors: C. H. Wilkins, Past Grand Senior Conductor, had all the bearing and make-up of a bishop whose diocese was O. R. C. Mr. and Mrs. Frank R. Smith, of Grand Junction, Colorado.

The homeward run was via Plymouth and Southern Division and it was a "Flyer." When we were unfolded from the arms of Morpheus "the God of Sleep," our train was at the Hub, track 23; and then the "skidoo" process began.

From entrance to exit our trip was a grand success, and the members of the party, no doubt, are in unison with a vote of thanks to the Committee of arrangements, B. & M. railway and hotel management. Chief Conductor, Charles S. Messer, was the M. D. of the trip, his prescriptions working instantaneous cures. Chief Messer, M. D., is in the fore front of his profession; his pleasant ways are especially pleasing to the

gentler sex. Brother Parant was also consulting physician.

Brother Parant is regular correspondent for 413; a few days after our trip to the mountains he asked me to write the trip for THE CONDUCTOR. I have done so, but have not given as much time to it as I would have liked to. With your touching up it will no doubt be presentable to the Brothers of 413.

C. E. GRAVES.

Northampton, Mass.

Editor Railway Conductor:

Division No. 40, upon the suggestion of its venerable chief, established and maintained headquarters at the famous Minnesota State Fair during State Fair week. This was for the excellent purpose of affording an opportunity for members of the Order and their friends to meet socially and at the same time recuperate from the fatigue incident to doing the fair in a proper and desirable manner. Our Chief Conductor spent much time and energy to make this rendezvous a success, which was accomplished with the indispensable aid of the Ladies Auxiliary, and judging from the number that availed themselves of an opportunity to visit the big O. R. C. tent attracted thither by a banner conspicuously displayed, it is safe to assume that Division No. 40's enterprise was duly appreciated. Should Division No. 40 decide to make this a permanent feature of our State Fair City, for know ye, Brothers, that upon the Minnesota State Fair grounds a veritable city has sprung up. Let us hope many will find it convenient to pay the Minnesota State Fair City a visit next year upon the occasion of the special semi-centennial two weeks session. Rest assured that you will always feel grateful to Division 40 for inviting your attention to next year's event, provided you will pay this, the most beautiful and delightful locality under the blue canopy of heaven, a visit at that time. Think it over now, I am sure that the hospitality of the Brothers living in the Twin Cities adjacent to the State Fair City will prove equal to the occasion, and who will do all in their power to make your visit a memorable one. I disclaim any talent as a prophet, but were it otherwise, I should hesitate to forecast the future along certain lines of thought, suggested by this subject. It occurs to me, however, that possibly the O. R. C. headquarters at the Minnesota State Fair could be turned to a most excellent purpose in connection with the original idea. Who so wise would dare to predict the development of such an enterprise in the

realm of romance. What Division of our Order does not lament the death of Dan Cupid's influence? By way of encouragement we point with pride to our venerable chief, who in all the years of his happily wedded life has not been deprived of the companionship of his most estimable wife one night when his run permitted him to be at home, with but one exception, and the dispatcher was at fault in that instance. Here, Sisters, is something for you all to think over and you, Brothers, as well. This probably explains in a great measure his perpetual youth and vigor. I will wager a loaf of real home-made bread, (and I should hate to lose, both for the sake of the bread and the argument) that he is blessed with a helpmeet and a housekeeper as well. I could make this wager a little stronger by putting up real home-made doughnuts, but if I lost the doughnuts I would be distracted. To my simple mind, the terms helpmeet and housekeeper, instead of being incompatible are synonymous. This too, notwithstanding that some of our good Sisters claim a distinction exists according to the Bible. But I do not intend to start an argument along this line for obvious reasons. I am to present an example for the benefit of those delinquent members of the O. R. C. family who persistently refuse to call to their aid the arbiter of all romances, Dan Cupid. Our organization has within its membership many diffident, or otherwise, Brothers who perhaps are in need of assistance, but rather than appeal for help to those whose duty it would be to assist are content to waste valuable time. Who shall deny that Division No. 40 may not become famous as Dan Cupid, should it establish as a permanent feature of our glorious State Fair headquarters when the Brothers and Sisters may meet on Minnesota's State Fair "Gretna Green." The State Fair Association officials offer a premium for a wedding ceremony on the ground regularly and why should not negotiations for this feature of the State Fair program be conducted through Division No. 40? Upon one condition, however, viz., that Division No. 40 be given precedence. For be it known that two distinguished members of this Order owe allegiance to Division No 40. One of these has recently evinced a Barkis spirit by asking what inducement Division 40 would offer at its headquarters at the State Fair. This would indicate that the impressionable age has not yet passed and some hope is entertained of him. The other has on public occasions declared his Barkis disposition, but is very reticent when in danger of being

taken seriously, consequently, of this one much hope is not entertained at present and we must probably abide the return of the impressionable period. Proof that it will return is furnished almost daily. Brothers, send in your applications, they will be properly filed. But Division No. 40 cannot of course sanction any romance when the Sister insists upon a distinction being made between helpmeet and housekeeper.

D. E. HASBY.

St. Paul, Minn.

Editor Railway Conductor:

It is a noticeable fact that during the summer months the Fraternal columns of THE CONDUCTOR are made conspicuous by the small number of letters published therein. I suppose this can be attributed to the hot weather. Hot weather has a very depressing effect on the vast majority of people, and I do not believe "ye scribe" is an exception to the rule; however, the dog days are gone, and instead we have glorious Autumn, the, to my mind, most delightful season of the year, and with it a temperature change that should infuse new life into the contributors to these columns, so I suppose we can look forward for some rare infusions from their pens, which it is to be hoped will prove beneficial not only to those who peruse these columns but to the entire membership for which they are intended. In looking around me for a subject which might interest our membership, I will call to mind the fact that at the election of officers in each Division of the Order held in November next, we elect members of Adjustment Committees, and it cannot be impressed too strongly on the minds of our members that it is very necessary that they exercise their very best endeavors in choosing their representatives on these committees. I do not believe that there has been a time in the history of our organization when there was more general work performed by these committees throughout the entire country than during the past winter, and I might also say at the same time that the work of committees was never more universally successful than during that same period, and this, to my mind, was brought about by a combination of conditions, namely: prosperous times in which we were entitled to our share of the fruits thereof, the increased cost of living which compelled us to demand our share when it was not forthcoming, and an inherent desire on the part of all men to make the living conditions surrounding themselves and families the very best they

possibly could make them; all these backed up by the solid rank and file of the membership of our organizations made possible the success which our committees met with. Now, this being the case and recognizing the fact that a unity of effort brought about these most successful results, it goes without saying that every member of our organization should take an active personal interest in this line of work in an endeavor to still better his working conditions, the betterment of the conditions surrounding our daily labor, both working and wage, is the principal reason why we are organized, and if we neglect to give this matter the attention that it requires, how can you expect your organization to stand. Other organizations are active and alive to their interest at all times, why not we? It is not necessary that we be radical in our efforts or our methods for betterment. I believe that we can obtain good results by conservative, fair means and what we obtain by these means are granted with far better grace, and are more lasting and create a better feeling between our employers and ourselves, than if these same concessions were wrrenched from them by extremely radical methods. So, Brothers, be alive to your interests and take hold with a will and a determination to still better your condition; do not, because success has once crowned your efforts in this line, think that your work is done. Keep up your activity, for just as long as the sun continues to rise and set, will movements for the betterment of mankind continue, and it remains for the men of today to keep the work going until the men of the morrow take hold and continue it. Until the end one effort or a dozen efforts in this line will not suffice. We must keep this work going continually in order that we may share that which belongs to all mankind; not to a chosen few, but to you and I, and all men; so give to the selection of members of your adjustment committees at the November election your very best and most serious consideration, as a very great deal of the success of this line of work depends on the material makeup of these committees. Get busy.

Philadelphia, Pa.

JAY DEE.

Editor Railway Conductor:

The Sierra Railway is a little dinky railroad about an inch long on the Official Guide, but it is just as wide as the big man's road and runs through some of the prettiest scenery in California.

The road was projected and built

mainly through the exertion and influence of Mr. T. S. Bullock, president of the road. Mr. Bullock was farsighted enough to see that the territory would undoubtedly furnish good traffic for the railroad and not only induced others to take stock, but invested nearly all of his own capital, and the results are justifying his action. The road today is doing the best of any of the short independent lines in the state.

From the inception of the road it has always been the aim of the management to be in the vanguard of those using new ideas in operation; the company was the first line north of Tehachapi Pass, in California to use fuel oil in its locomotives, and the first road west of the Rockies to use track bicycles and automobiles, discarding the former for the latter as soon as they were introduced.

They now have several autos used both by the officials instead of "special cars," and also for hire to tourists.

The road starts on the plains but very quickly breaks directly for the mountains and appears to be headed for the summit, and thence on east—eventually it may form an important link in a new transcontinental route to the coast—quien sabe?

The Angel's Branch follows the famous Mother Lodi for the entire length and one can look out of the car window at any time and see a mine—either a prospect or one in active operation.

The scenery on the Angels' Branch, especially in the neighborhood of the Stanislaus River, is particularly fine, excelling that on the Royal Gorge of the Denver & Rio Grande—that's what the general passenger agent claims, and as he has been there he ought to know.

At Angels one takes the stage for Murphy, where there is a cave containing many beautiful grottos and fantastic formations. The Calaveras Big Trees are also only a few miles beyond—the largest grove of the biggest trees in the world. The best groves of sugar and yellow pine are tapped by the Sierra railway and its immediate connections, furnishing a very gratifying tonnage.

There are many small resorts in the mountains that are well patronized in the summer and nearly all of the mountain streams are stocked with trout.

Turnback Inn at Tuolumne and Hotel Nevills at Jamestown are two of the best equipped hotels in the Southern Mine territory and have justly earned the reputation for setting out an appetizing meal before hungry tourists.

If you are in search of pleasure, come out here—if you are looking for a place to locate, come along—if you want to

just loaf and rest, I repeat, come—and if you are looking for a place to recuperate from your broken down condition and regain your health again, I say come.

Come all of you—come along everybody.

J. M. BURGESS.

Toulumne, Calif.

Editor Railway Conductor:

I drop you these few lines to see if you will please have my CONDUCTOR changed from City of Mexico to Cebu. Will give you a few notes if you wish to use them in THE CONDUCTOR, as some of the boys may wish to hear what the railroad situation is here in the Islands. My wife and I left Salina Cruz, Mexico, May 11th, on the steamer Marie of Apenrade, a German boat, arrived in Moji, Japan, June 12th, at 12 m. noon, laid in Moji one day for coal. Went ashore here and visited the railroad first. All English cars and engines coupled with chain and two spring bumpers on end of each car. The engineer, conductor and brakeman are all Japs. In switching they use a set of three flags carried by one man whose business it is to give all signals to engineer: white to move ahead; green, back up, and red to stop. We also visited Shimoneseki, which is two miles from Moji across the straights. Here as well as in Moji, I found English cars and engines and all employees are Japanese. Engineers and conductors receive \$50 per month; brakemen and switchmen 15 cents per hour. But I understand they receive as high as \$80 per month on other divisions for engineers and conductors and 20 cents for trainmen.

Left Moji at 6 p. m., June 13th, arrived in Hong Kong June 18th, at 5 p. m., 8600 miles from Salina Cruz. Put in one week around Hong Kong and Canton. There is a railroad out of Canton for 185 miles but I understood that they were only operating some 90 miles of it. Everything is at a standstill there in the railroad line on account of a High Binder revolution going on. Also I was told they were short of funds to go on with the construction work. This railroad is headed for Pekin and was built by American capital, but has been turned over to the Chinese and English Governments. There is no railroad in Hong Kong.

Left Hong Kong June 27th, arrived in Manila June 30th. Here I found a narrow gauge railroad running from Manila to Dagupan in the Province of Pagnasinan and which is about 115 miles long. This railroad does a very heavy passenger business but the freight business is very light. It is all run under the block and via libre system. All English

rolling stock, which is in very bad condition and reminds me of a street railway company—the mule car kind and one which the company has failed to feed the mules, and their ribs and thigh bones have started to show through the hide. All Philipinos employed here, and the one that will work the longest for the least money gets the best job.

Manila has a fine electric street railway constructed and being operated by J. G. White & Co. This is an A 1 electric line and is so operated with transfer that one can reach any part of Manila for 12 cents, and that in from 15 to 20 minutes. Nothing doing here for a railroad man. They are building a new road here on the Island of Luzon, but are at a standstill right now on account of the rainy season.

I left Manila July 3rd, on the Coast Guard Steamer Panay; arrived in Cebu, July 5th at 2 p. m., 9850 miles from Salina Cruz, Mexico.

As we dropped anchor I heard the whistle of a real locomotive—the first one that sounded natural since I left Mexico, and after getting a man to look out for my baggage I made straight for the railroad yard, and sure enough, all Americans, engineers, conductors and firemen. This is a three foot, six and a half inch gauge, 70 pound steel and will run, when completed, from Cebu to Carmen, north, and Cebu to Julugao, south. They have the rails laid on 20 miles of it, grade all finished for 75 miles. Will finish up 30 miles more in the course of 90 days and will have rails laid on 50 miles by December. Have two locomotives and 50 cars here at present, but will have three more engines and 40 box cars and six coaches in the next 30 days. Construction work is a little slow on account of the labor here, which is most all Philipino, with the exception of train and engineer service. J. G. White & Co are also building a railroad on the Island of Panay from this city of Iloilo into the interior for 150 miles. Work will resume there in September or October. Conductors and engineers are a very scarce article here; conductors are making \$325.00 to \$350.00 per month; engineers about \$450.00 per month, silver. M. B. Poast and W. H. Lawrence are the conductors; J. B. Sherburne and Sam Fowler the engineers. Abe Sedgley is running the goat on the one-foot guage filling in the yard, and Hank Daniels is taking care of the port work engine and handling his own switch list getting out gravel for the concrete mixer. We are having quite a lot of rainy weather here at present, which is delaying the work a good deal with the bridge department and of course that holds back the steel gang working at the front.

But taking everything into consideration the work is progressing finely for a tropical climate. Will drop you a few more notes some time about the middle of August. Would like to hear from Blanco White, Secretary 159; have written him twice since I left Mexico.

Cebu, P. I. L. A. W. NIXON.

Editor Railway Conductor:

It has been so long since we asked permission for a letter in our dear CONDUCTOR that we are almost afraid to knock at your door, but trusting to providence and knowing that our Division No. 210 has not been heard from for a long time we venture anyhow.

The correspondent of S. J. Division has surely forgotten his duties, or erstwhile has been too busy at other duties to send you one of his tersely written letters he can so easily produce.

Our Division is still growing. We now have over 200 members, and the cry is, still they come. We are trying to get every non. in by the first of next year.

Business has been right good out of Roanoke this year and consequently we have a number of new men. The boys have been making good time, and few kicks have come up for lack of work, although our committee is kept right busy with the "Sup." as you know some of the boys always have a grievance up.

Quite a number of new faces are seen punching tickets on our passenger runs now, owing to the heavy travel going over the Norfolk & Western to the great Jamestown exposition.

We are glad to see promotion coming their way. Success to all of them.

By the way, boys, if any of you haven't been to the Jamestown exposition yet, go. It is a great trip. You will never regret it. We have been, and to give you a description of our trip would be too lengthy. Many sights greet the visitor on his arrival at Jamestown.

First, of great importance, is the great water front that surrounds the immense grounds, with the hundreds of boats of all kinds to look upon. This is indeed a beautiful sight. The large and handsome buildings there, in which the national and state exhibits are to be seen, are worthy of mention. The different railroads running through this territory have indeed very creditable exhibits. They have added much to the exposition and visitors going there cannot help but see the monster engines on exhibition by the different locomotive works of our land.

You see the flags of all nations floating over the exposition grounds, as all nations are represented here. The war path at night is a wonderful sight. Here all the shows and other attractions are to be seen. We met many Brothers and other friends while at Jamestown; altogether our trip was a most enjoyable one.

After visiting the exposition we took a ride up the Chesapeake Bay on one of the fast boats of the Norfolk & Washington Steamboat Line. Our trip was one of continuous pleasure all the way. Nothing happened en route to mar the pleasure of any one. On the boat we met Brother J. S. Smith and wife, of Knoxville, Tenn., which was an agreeable surprise. Brother Smith is one of the Southern's best conductors, and a jolly good fellow.

We stopped in Washington and spent several days in that lovely city. Here thousands of visitors come every week to see the sights of Washington. Mt. Vernon is one of the favorite spots to visit while here. It is situated on the Potomac river, 16 miles from the city; a delightful ride, and open all the year to visitors.

One of the most favorite spots visited around Washington is Arlington Cemetery, on the Virginia Hills, beyond the Potomac, overlooking the city. Here sleep 16,000 soldiers who died during the war, 1860-5. Alexandria, one of the oldest cities in Virginia, is only eight miles from Washington, on the Southern railway; here we spent a few days with friends we had not seen for several years. We met here a number of the employes of the Southern railway and had a most enjoyable rest.

From Alexandria we journeyed homeward, over the Southern railway, traveling through the most historical part of the state of Virginia, where many of the important and bloody battles of the Civil War were fought, namely Mannassas, Bull Run, Bloody Lane and others. Passing through the historical town of Charlottesville, where the University of Virginia is situated, we viewed the lovely buildings and spacious, shady grounds our native state is so proud of.

We arrived safely at home over the Norfolk & Western, tired and hungry, about 9 p. m., September 3rd, after a ten day vacation.

We have just received our September CONDUCTOR, and very much enjoyed Brother McCulloch's letter, giving us a description of his trip to the last Grand Division. We had been looking for it.

Roanoke, Va.

C. F. PETERS.

Editor Railway Conductor:

Lost, strayed or stolen—the correspondent of Stanton Division 139. Description—Has a voice and disposition somewhat oratorically inclined, with gray matter “under the hood” to match. Answers to the name of “Blue,” and when last seen had a dinner basket on one arm and a note book under the other, bound for Copper Ridge to attend an “Old Harp of Columbia” all day singing. He may have gone straight up, wafted, as it were, by the skyward melody of the class, for there could be found nowhere, leaving the grounds, anything resembling a bear track. If found, please return to No. 139, Sons of Perpetual Friendship, and receive ample reward.

I take the liberty to write a few lines to let all concerned know that we are not dead to the world, even if our correspondent, in whom we all had such implicit confidence, has mysteriously disappeared. The hot weather of our southern climate is just now turned into that consoling autumn gray, which all humanity so much enjoys. No frost has yet arrived, but a fellow wearing “nit” wool sox and blue jeans “britches” told us that it had “frosted a leetle bit on Pennyrite Mountain day before yisterday mornin’.”

The punkin's ripe, the possum's
grown,
The simmon tree's all red,
The mangy dog has ceased his moan,
The hunter's out of bed.

Thro' the field and sombre wood,
They chase the varmints wild,
Afresh with autumn's sporting,
Man, woman and the child.

Division 139 has regular meetings each Monday morning with a good attendance, though you might not be inclined to think so, should you read after our regular correspondent. Initiations nearly every meeting, and while we are glad to see so much good, young material coming along, we can't help doubting the propriety of our new eligibility laws, though our Grand Division, in its wisdom, doubtless saw it through clearer glasses.

Wish somebody would “shoo” some of the new Grand Officers around in this neck; we'd like to see how they look. Hope they won't dodge the south on their visit just because most of them are from Brother Davis' “Long Horn” state of Texas. And we earnestly hope our beloved editor won't discriminate against us and cut this letter out, just “O, 'cause it refers to ‘possum and ‘taters.” [The editor's mouth waters every time he thinks of a “‘possum”

dinner he had one Christmas “‘way down in Georgia.”] for we want the whole world to know just what joyful anticipation we are harboring and besides all this, the whole vicinity is about to go dry, and on November 1st, Knoxville, Tennessee—the home of Stanton Division 139—with a population bordering close on to 70,000, the second largest city in the United States, to vote liquor out, will shut up her rum shop doors, and, thanks to the tireless efforts of a fearless people, our women and children will, for a while, at least, enjoy the luxurious application of meat and bread, and may the Father above, who protects the widow and orphans, give them strength to enjoy such blessings as will naturally result.

It might be of some interest to state that at least 95 per cent of all railroad men here voted and talked the dry ticket. The liquor men (many of whom are nice business men) tried the constitutionality of the legislative measure on prohibition, but the State Supreme Court ground it out in due time and said that the term “state of” was not material and that the measure was constitutional. And besides this, the great temperance orator, E. W. Carmack, has announced for governor of our grand old volunteer state, and it begins to look awfully, awfully dry all over the state. So come hence, boys, and help us drink the sparkling waters—unadulterated and flowing copiously from our shady hill sides. May prosperity never cease and our membership “wax warm” in the principles of Perpetual Friendship.
Knoxville, Tenn. DUPLEX.

Editor Railway Conductor:

In looking over the September Conductor I was pleased to see a letter from the correspondent of Division 447. I am sure it was a pleasant surprise to many of our members and I hope our good Brother correspondent will keep the good work up as we have a very prosperous Division and hold many social gatherings. By the way, for the 6th of October we have a class of six candidates to initiate and after our meeting is over will have a banquet served for the members and their wives and visiting members who will join us and we will show them a good time. Our correspondent seems to have suffered a severe shock when seniority, as he says, died and was buried on this Division by an overwhelming majority of our younger conductors. I want to say to him that it was not the young conductors who caused defeat of seniority on this division, but the old conductor with the grey locks, he mentions in his letter,

was responsible for the defeat. Nor was it on account of their being in their second childhood, but it was on account of the brotherly feeling they had for their younger Brother. It is true, seniority would be some advantage to the old conductor, but by taking advantage of seniority the old conductor would cause great hardship to his younger brother and this would not be conforming to the principle of rectitude in our dealings with all men, especially our Brother. Yes, Brother M., we were all pleased to know our Chief Conductor, Brother Dougherty, was promoted to a passenger run, for, as you say, he has devoted his time to the betterment of his fellow man and Brother, and I would add, to the welfare of his Division; although he favored seniority, he is still seen in his station, fighting for the good of his Division, unlike some of our Brothers, who say they will never come back to 447 on account of seniority being defeated. We say, yes, Brother Chief, may you go to the top with other worthy Brothers.

In your letter you tell us of the inconvenience of the Sheridan Brothers in getting to meetings. This is true to some extent, yet we have a number of Brothers who live in Sheridan and who attend almost all the meetings of our Divisions. Of course, conductors in pool service can not do this, yet they can improve a great deal—two meetings in ten months can be improved on by any member of our Division who lives either in Sheridan or Carnegie. As to the Brothers who never come to meeting and do all the growling and kicking, we have nothing but sympathy for them as they don't know what they are missing by

not coming to meetings. There are few Divisions in our Order that hold more pleasant and sociable meetings than 447. There is no Brother who will regret a few hours spent in our meetings. You also say that the Brother who don't come to meetings kicks because the committee is too slow and you ask them to come to meetings and make the committees rush their grievance through. Now, Brother correspondent, we don't think that you, yourself, mean to say the committee is slow, as you have stood up in open Division and out of Division and praised the efforts of that same committee. The Brother who never comes to meeting knows nothing of the laws of the Order and don't know when a local committee of adjustment performs its duty. Section 64 of the statutes says the Division will refer the complaint to the local committee directing them to proceed with an effort to adjust the same with the local officers and the committee will report the result of their efforts to the Division. This has been done in every case that has been referred to your committee and done without any unnecessary delay whatever, and when this is done, the local committee has done its duty, unless the Division directs them to place the complaint in the hands of the chairman of the general committee, and this has never been done by our Division, so that your local committee has nothing in their hands at the present time. Now, Brother, the Division room is the proper place to discuss these things, so come to your Division meeting and show us where your local committee is slow.

Carnegie, Pa. J. E. McCaffrey.

The Passing of Dear Old Frisco.

It was the dawn of a spring morning when a terrible earthquake

Destroyed "Dear old Frisco," ere her people were awake,

The scenes that followed the awful shock, no human tongue can tell

As we gazed upon the fallen walls, where the dead and dying fell.

Frisco was excited, there was panic everywhere,

As the fire-fiend added horror to destruction and despair.

Frisco will rise again, more beautiful than before,
The courage of her people will be praised forevermore.

When the dreadful news was sounded through the nation far and near,

With outstretched hands to help us came words of hope and cheer,

From every nation on the earth there came but one response:

Please let us know what's needed and we'll all help you at once.

But to these kind friends our President with true American pride,

Declined the tender offerings that came from every side.

Frisco will rise again more beautiful than before,

The courage of her people will be praised forevermore.

To the many who responded so nobly to our call

We pray the Lord in his wisdom has blest them one and all.

To the victims of the holocaust and terrible earthquake,

We pray that God in His mercy those souls to Him did take.

And when life's journey's ended and we enter that Golden Gate

We trust in God to meet those friends who suffered an awful fate.

Frisco will rise again, more beautiful than before

And the courage of her people will be praised forevermore.

By JAS. P. BUCKLEY.

A Trip on the "Frisco" Local.

We left West Yard on No. 32, with engine 354,
 Bud Duncan at the throttle and Jones at the fire box door,
 Our shunting there was easy, only one hour and ten,
 We saved our muscle for a two-hours' tussle
 With Mulholland and the stock yard men;
 So hurry away, don't stay here all day;
 You know there is lots of things finer
 Than to go without eating till 4 p. m.
 And switch all night at Celina.

The engine was foaming and the "hog-head" too,
 He said I'm over rated, O, what shall I do?
 And Skinny Morris sadly murmured,
 as he shook his head,
 You may get there "piglets" but we will all be dead.
 So put her in the corner and rap her hard,
 Your fireman is a "non air" he has no card,
 Now hurry away, don't stay here all day,
 You know there is lots of things finer
 Than to put in twelve hours on Packing House Creek
 And drill all night at Celina.

"Horseshoe" Griff, the wild Irishman,
 said "Be Jasus," it's a fright,
 You had aught to handle this train, Bud,
 you are all of two tons light.
 Your engine has been worked on and
 just as sure as sin

She will handle the tonnage for they painted the front end in.
 So hurry away, don't stay here all day,
 You know there is lots of things finer
 Than to rebuild your engine out on the road,
 And switch me all night at Celina.

Fred Davis, the villian, with his head in a whirl
 Sits up in the cupalo and thinks of his girl,
 He says be patient, you have only to wait,
 You will get your reward, boys, when we catch the 308.

So drop her down, Bud, and give her the devil,
 Your train will pull easy when you get on the level.
 And take your time, don't hurry all day
 To me there is nothing finer,
 Than talking to my girl by the light of the moon,
 While you switch the mill at Celina.

Duncan says, that will do, let me hear no more,
 My machinery is too light, that's the trouble with the 354
 She was built for fast freight service
 And could make a "high ball" run
 If they would cut the rating, say, at about 300 ton.
 But how in the devil, can I hurry and wait
 To make Celina early and make Celina late.

F. E. DAVIS

Erin's Hall of Fame.

"Please give me," said the teacher, as she rubbed her tired eyes,
 "The names of some great Irishmen, my dears."
 And when a hand waved frantically she noticed with surprise

The grimy paw was Jimmy McAleer's.
 'Twas something new for Jimmy to be interested when

A question was before the house, and so:
 "Well, Jimmie," said the teacher, "name your famous Irishmen."

He proudly answered: "Here's a few I know:

"McGinnity and Hogan.
 Mike Kelly, Dicky Cogan,
 Jim Collins, Wild Bill Donovan and Ryan;
 McGill and McIntyre,
 Spike Shannon and McGuire,
 McCarthy, Dolan, Daly and O'Brien;
 Jiggs Donohue, McBride,
 Waddell, the Phillis' Pride,
 McFarland, Muggs McGraw and B. McGuirk;

Maloney, Grady, Lally,
 Jack Sullivan, O'Malley,
 Pat Flaherty, J. Hurley, Eddie Burke;
 McCormick and McConnell,
 McGilligan, O'Donnell,
 McGinley, McNamara and McGann;
 Hugh Duffy and McMackin,
 McHale, McGee, McCracken,
 O'Neil, McQuaid, McManus and McMahon."

"Why, Jimmie," cried the teacher, "just wait a moment, please!

What did those folks you mention ever do?
 How is it that you didn't give me any names like these:

Tom Moore, Parnell and Robert Emmet, too!"
 "Gee whis!" exclaimed the urchin, "I never seen dem guys—

I named the warmest members in de mess;
 De fellers you are boostin' fer can't be so very wise;
 Dey must 'ave played in some bush league I guess!"

LEGAL

Legal Decisions of Interest to Railroad Men.

Prepared for The Railway Conductor by COLIN P. CAMPBELL, Grand Rapids, Mich.

Right to Charge Excess Fare Where Passenger Was Unable to Procure Ticket Because Agent Did Not Wait on Him.

Brown sued the railway company, alleging that he boarded the train of the defendant at Fort Valley for the purpose of going to Smithville. When the conductor approached he handed him a mileage book, and was informed by the conductor that the mileage in the book was not sufficient to take him to Smithville. When the plaintiff boarded the train he thought he had sufficient mileage to carry him to Smithville. When the conductor informed him to the contrary, he offered to pay him in cash whatever amount was necessary to continue his transportation to Smithville. When the conductor replied: "I have got to stop at Marshallville, and the office is open, and you can buy a ticket from the agent." On arriving at Marshallville plaintiff left the train immediately for the purpose of purchasing a ticket, but the agent was engaged with his express business, and could not wait on plaintiff, and the conductor did not stop a sufficient length of time for him to secure a ticket, but waved the train ahead just as the agent was prepared to issue the ticket. Plaintiff then boarded the train, and the conductor demanded four cents per mile, from Marshallville to Smithville. Plaintiff refused to pay this amount, but offered to pay fare at the rate of three cents per mile, plus 15 cents, which offer was declined. The conductor then stopped the train at a flag station, known as "Winchester," about two miles from Marshallville, and forcibly

ejected plaintiff from the train. It is alleged that according to the rules and regulations of the company the plaintiff was entitled to ride from Marshallville to Smithville upon payment to the conductor of three cents per mile for the distance in excess of the mileage contained in the book. It is also alleged that the conductor had no right to demand four cents per mile from Marshallville to Smithville, as he knew that the plaintiff had exercised every effort to secure a ticket at Marshallville, and therefore he was entitled to ride on a cash fare of three cents per mile.

The Court said, "the plaintiff was certainly entitled to use his mileage book for the purpose of transportation to the last station to which the train was scheduled or accustomed to stop, embraced within the number of miles remaining within the book. According to the averments in the petition this station was Marshallville. He intended to go to Smithville, a station much farther on, and thought he had mileage sufficient for that purpose. He was mistaken. But, even if he had not labored under this misapprehension, he could not have secured a ticket at Fort Valley to Marshallville; and the question is whether he used reasonable diligence to secure a ticket after Marshallville was reached. The conductor was under no obligation to delay the train at Marshallville for the purpose of allowing him to secure a ticket. Neither was the ticket agent at Marshallville under any obligation to keep the ticket office open for the sale of tickets while the train was standing at the station, if Marshallville was a point

at which the agent was authorized to close the ticket office during such time. But whether Marshallville was a point at which the agent was authorized to close his office is immaterial; for it distinctly appears that the ticket office was open, and the agent refused to sell the ticket immediately upon demand, for the reason that he was engaged in business connected with the express company. The agent did not place his refusal to sell the ticket upon the ground that the time for selling tickets for that train had expired, but expressed a willingness to sell the ticket, and delayed the sale simply for the reason that he was temporarily engaged with other matters. If the time that the train was at the station was sufficient for the plaintiff to have purchased a ticket if the agent had been at his place as ticket agent, the failure of the plaintiff to secure a ticket from Marshallville to Smithville was not his fault, but was the fault of the company. If, when the train reached Marshallville, the ticket office was closed, and properly closed, the conductor would have the right, when the plaintiff re-entered the train, to demand of him four cents per mile; but if the ticket office was open, and the failure to procure the ticket was due to the refusal of the agent to sell a ticket because engaged in other business, especially when such other business was not connected with the business of the railroad company, the conductor, upon being informed of the circumstances which caused the failure to procure the ticket, had no authority to demand more than three cents per mile. A prospective passenger must use due diligence, according to all the circumstances

of the case, to procure a ticket before boarding a train, or rest content to pay the additional charge imposed upon those who ride without tickets; but, when such diligence has been used, the right of the conductor to make the additional charge does not exist. The plaintiff had the right to ride from Fort Valley to Smithville upon a ticket purchased from Fort Valley at three cents per mile for the entire distance. He had a right to ride from Fort Valley to Smithville upon two cents, one purchased at Fort Valley to carry him to Marshallville, and the other at Marshallville to carry him to Smithville. If he boarded the train at Fort Valley with a ticket there purchased from Fort Valley to Marshallville, he took the chances of being able to purchase a ticket from Marshallville to Smithville while the train was standing at the station; and if, through no fault of the railroad company, he failed to secure a ticket at Marshallville, he must rest content to pay the additional charge. When he boarded the train at Fort Valley with his mileage book, he was in the same position as if he had bought a ticket from Fort Valley to Marshallville. His journey was really divided into two parts. His right to transportation from Fort Valley to Marshallville was complete and undenied. His right to transportation from Marshallville to Smithville at the ticket rate depended upon whether the ticket office was open at Marshallville, and he exercised due diligence in endeavoring to buy a ticket, and failed from no want of diligence on his part."

Brown v. Central Ry. of Georgia. (Ga.) 58 S. E. Rep., 163.



FORUM OF STANDARD TRAIN RULES

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed

EDITOR FORUM—Please answer the following in *THE RAILWAY CONDUCTOR*: East bound trains are superior to west bound. 1st 51 west bound is running against No. 80 east bound on schedule time, A to C. B is a blind siding. 1st 51 gets to B and cannot make C. 2nd 51 has right over No. 80 A to C. Can 1st 51 take 2nd 51's orders and proceed, or can No. 80 proceed until she meets 1st 51?

Hoisington, Kans.

C. BOXWELL.

ANSWER—See answer to C. M. D. in September issue. There is one point, however, that was not touched on in that issue. If you are using the revised rules which were approved in 1906 by the American Railway Association, 2nd 51 could take 1st 51 ahead of them. This movement being authorized by the new paragraph to Rule 94, which we have called attention to before through these columns. We regard this new paragraph as unsafe and not in harmony with the balance of the Code. The rule would be safe enough if it did not operate when sections are concerned, but under its present wording it does, and for this reason it is not safe or consistent, when the balance of the Code is considered.

EDITOR FORUM—Please advise, for correct understanding, in *THE RAILWAY CONDUCTOR* at first opportunity: Eng. 1 will run passenger—Extra leaving A Sept. 17th as follows: With right over all trains except first class; leave at 9 a. m., arrive D 11 a. m.

Extra south Eng. 690 receives this order at F, 11 a. m.

Is this an improper order. If not, has Extra the right to main track between F and D after 11 a. m.?

As the arriving time is given at an intermediate station on division, and no destination of train Ex. Eng. 1, the given arriving time does not annul a train and a

dispatcher could give a leaving time, at any time, and allow train to proceed to end of division, what right or protection has a conductor to move train Ex. Engine 690 from F to D? If this is a proper order, what right has Ex. Engine 1 to main track between A and D after 11 a. m.?

Gainsville, Tex.

J. S. ELLSWORTH.

ANSWER—This is a proper order for Extra 1 to run on from A to D and Extra 1 must sidetrack at D. Ex. 690 could proceed F to D. The arriving time shown at D indicates that D is the terminal of Extra 1. The fact that the arriving time is shown as 11 a. m. does not mean that Extra 1 must arrive at D at 11 a. m. or have no right to use the order. The time is shown so that opposing trains may know what time they must clear the Extra, but the order is good until Extra 1 actually makes the run, even if they do not leave A for several hours or days after the order is issued.

The dispatcher has not the right to add to the original order and run Extra 1 further without first protecting all trains which could be affected by such addition.

EDITOR FORUM—Will you kindly interpret the following order in the October issue of *THE RAILWAY CONDUCTOR*: "This order was made on 31 form and the Superintendent claims that the road is under standard rules."

Order No. 1. "North bound trains between Sacramento and Marysville will wait at meeting points with south bound trains in accordance with time shown on time table 5 minutes—if south bound trains have not then arrived north bound trains will proceed and run 5 minutes late till they meet trains south bound."

This order was issued to all concerned on the Northern Pacific Railway.

This road is running trains between Chico and Sacramento, 90 miles. The in-

tention is to build from Los Angeles to Seattle. Supposed to be Huntington system. There are six or eight O. R. C. men here and the Superintendent favors our class of people. Superintendent cannot use a man that belongs to the B. R. T. Some of the men here not order men claim that Order No. 1 does not give north bound trains right over south bound. On time card south bound trains have right of track over the north bound. What I claim is that it is an improper order (and do not understand how a railroad man could invent it), and that it reverses the rights of trains between those points.

Time table No. 10 in effect Sept. 1st, 1907. Standard rules were adopted this date.

W. E. COPELAND.

Marysville, Calif.

ANSWER—The order is not standard and is so worded that it constitutes what is known as a single order, as it does not contain any instructions governing south bound trains except by inference. A standard order covering this would read: "North bound trains have right over south bound trains Sacramento to Marysville." Under such an order, south bound trains would run, with respect to north bound trains, the same as north bounds were required to run under the rules.

In the order our correspondent quotes, the language used does not clearly define the action desired. We suggest that if the rules do not provide for the superior train waiting 5 minutes at meeting point, the movement could be covered more effectually by an order reading:

"North bound trains have right over south bound trains Sacramento to Marysville, and will wait 5 minutes at schedule meeting points for south bound trains, and will then proceed 5 minutes late until the overdue train is met."

EDITOR FORUM—Please give your decision on following order. We use Standard Rules. The question is will 98 take siding at both points? I claim yes; some say no. 98 has right by book over 99:

First 98, Eng. 2585 will take siding and meet First 99, Eng. 1394, at Mannington, and Second 99, Eng. 148, at Downes.

Fairmont, W. Va.

R. F. PELL.

ANSWER—The order is not standard, but in our opinion it is so worded that the "take siding" applies to No. 98 at both meeting points named in the order. The order should have read: "1st 98 will meet 1st No. 99 at Mannington and 2nd No. 99 at Downes. 1st No. 98 will take siding."

EDITOR FORUM—Please give your ruling on the following: At D I receive order 60. C. & E., No. 82. No. 3. Engine 920, will run 45 minutes late A to D. At C I re-

ceive order 61. Engine 23 will display signals A to D for Engine 920. Second No. 3, Engine 920, will run one hour and thirty minutes late A to D. I am in on a siding. Dispatcher tells me I have 45 minutes on First No. 3 on order 60. The question is, have I a right to go against 1st No. 3 on order 60? J. P. M., Div. 40.

ANSWER—Yes. Under Rule 218, which provides that when a train is named in a train order by its schedule number alone all its sections are included. The order that 2nd No. 3 runs 1 hour and 35 minutes late A to D should have contained the words, "instead of 45 minutes late" as order No. 60 provided that all sections of No. 3 would run 45 minutes late.

EDITOR FORUM—Please answer the following question in THE RAILWAY CONDUCTOR: No. 7 has right over all east bound trains on east bound track C H to W G. No. 28 arrives at W G and No. 7 is not scheduled to leave C H for forty minutes and running time of No. 28 is twenty minutes. Can No. 28 proceed to C. H. for No. 7? MACK.

ANSWER—Whether or not No. 28 may proceed depends upon the rules. If you refer to a reverse movement under Standard Rules, No. 28 cannot leave W G until No. 7 arrives.

EDITOR FORUM—Please answer the following question in your next issue of THE RAILWAY CONDUCTOR. What is the correct time to put on a clearance card, for a regular schedule train leaving its initial point?

For example: I am running train No. 31 MK to BN. Our schedule leaving time is 6:30 a. m. I get checked up and ready to leave. At 5:55 a. m., the order board is out. Agent says there are no orders for your train and fills out a clearance card; times it 5:55 a. m. for train No. 31. I claim there is no such train on the road at 5:55 a. m.

Some of our old conductors claim this clearance card timed 5:55 is all right. I do not think it advisable to ask for a clearance so far in advance, but the question is, what time should appear on the clearance?

Caribou, Me.

P. F. GILLEN.

ANSWER—The time on a clearance card should be the actual time the clearance card is issued. Following your line of argument, an order issued to No. 31 at 5:55 would be improper because there is no No. 31 in existence at that time, but the time table shows No. 31 for that date and the dispatcher anticipates certain movements which concern No. 31 and issues orders for them, these rules must be held by the operator and delivered to No. 31 when they report.

OFFICIAL CHANGES

J. A. Smith has been appointed general manager of the Panama Railroad.

W. R. Parsons has been appointed trainmaster of the Georgia, Florida & Alabama at Bainbridge, Ga.

James Grant, secretary of the Kalamazoo, Lake Shore & Chicago, has been appointed general superintendent with office at South Haven, Mich.

R. A. McCandless has been appointed assistant superintendent of the Minot Division of the Great Northern, with headquarters at Minot, N. D.

W. H. Gemmell has been appointed general manager of the Big Fork & International Falls, with office at Brainerd, Minn.; effective on September 1.

J. T. Fredericks has been appointed general manager of the Missouri Southern, with office at Leeper, Mo. H. A. Radtke has been appointed superintendent, with office at Leeper.

C. A. Clements, assistant trainmaster of the Illinois Central at Carbondale, Ill., has been appointed superintendent of terminals of the St. Louis, Iron Mountain & Southern at Little Rock, Ark.

W. S. Palmer, heretofore general superintendent of the northern district of the Southern Pacific, has been appointed general manager of the Northwestern Pacific, with headquarters at San Francisco, Cal.

C. W. Rech, chief train dispatcher of the Denver & Rio Grande at Salida, Colo., has been appointed trainmaster of the second division at that point. E. E. Sands succeeds Mr. Rech as chief dispatcher at Salida.

E. C. Allen, assistant division superintendent of the Erie at Kent, O., has been appointed division superintendent at Huntington, Ind., succeeding F. J. Moser, promoted. P. O'Neill, trainmaster at Galion, O., succeeds Mr. Allen at Kent, O., and C. G. Smith has been appointed trainmaster in place of Mr. O'Neill.

Arthur Robinson has been appointed trainmaster of the Wabash at Decatur, Ill.

Robert Sidill has been appointed trainmaster of the St. Louis & San Francisco at Sherman, Tex.

C. F. Davis has been appointed terminal trainmaster of the Louisiana Western at Lake Charles, La.

James Donahue, trainmaster of the Baltimore & Ohio Southwestern at Flora, Ill., has been transferred to Washington, Ind.

J. A. Frates, trainmaster of the St. Louis & San Francisco at Springfield, Mo., has been appointed superintendent of the third district, with headquarters at Chaffee, Mo.

H. E. Renick, trainmaster of the Colorado & Southern at Denver, Colo., has been appointed assistant superintendent of the Ft. Collins, Clear Creek and Pueblo districts, with office at Denver.

Isaac H. McEwen, heretofore special agent of the New York Central & Hudson River at Syracuse, N. Y., has been appointed assistant superintendent of the Mohawk division of the West Shore.

J. H. Jackson, trainmaster of the St. Louis & San Francisco at Newburg, Mo., has been transferred to Springfield, Mo. F. G. Faulkner, chief train dispatcher, has been appointed trainmaster at Newburg.

George Stoner, trainmaster of the Missouri, Kansas & Texas at Denison, Tex., has been appointed acting superintendent at Greenville, Tex. R. J. Sullivan, has been granted a leave of absence owing to ill health.

M. B. Snow, superintendent of the western and Joliet divisions of the Michigan Central, has been appointed assistant general superintendent, with headquarters at Detroit, Mich., succeeding J. H. Snyder, who takes the place of Mr. Snow at Chicago as superintendent of the western division.

William H. Ashley, Jr., has been appointed assistant trainmaster of the Illinois Central at Centralia, Ill., in place of G. S. Rought, who has been transferred to Mounds, Ill., as assistant trainmaster.

J. G. Lorton, heretofore division superintendent of the Missouri Pacific at Monroe, La., has been appointed superintendent of the northern division of the St. Louis & San Francisco, with office at Ft. Scott, Kans.

W. M. Legg, formerly general manager of the Georgia, Florida & Alabama, has been appointed general superintendent of the Tombigbee Valley, in charge of transportation and maintenance of roadway and mechanical departments, with headquarters at Calvert, Ala.

W. G. Bierd, formerly general manager of the Panama Railroad, has been appointed general superintendent of the New York, New Haven & Hartford, with headquarters at New Haven, Conn., to succeed O. M. Shepard, assigned to other duties. Effective on October 1.

J. H. Elliott, heretofore general superintendent of the third district of the St. Louis & San Francisco at Chaffee, Mo., has been appointed vice-president and general manager of the Colorado Southern, New Orleans & Pacific, the Orange & Northwestern and the Beaumont, Sour Lake & Western, with headquarters at Beaumont, Tex.

R. R. Sutherland, heretofore assistant superintendent of the Rio Grande Western at Helper, Utah, has been appointed superintendent of the second and third divisions of the Denver & Rio Grande, with office at Salida, Colo. O. J. Ogg, chief train dispatcher of the first division of the latter road at Pueblo, Colo., has been appointed to succeed Mr. Sutherland as assistant superintendent of the Rio Grande Western at Helper.

L. H. Van Allen, superintendent of the Buffalo division of the New York Central & Hudson River, has been appointed general superintendent of the western district, with headquarters at Syracuse, N. Y., succeeding J. H. Hustis, promoted. J. P. Bradfield, assistant general manager, has been transferred from New York to Buffalo, subject to duties assigned by the vice-president and general manager. T. W. Evans, assistant division superintendent at Jersey Shore, Pa., has been appointed superintendent of the Rochester division, with headquarters at Rochester, N. Y., in place of S. R. Payne, who has been transferred to the superintendency of the Buffalo division, with office at Buffalo, N. Y.

Oscar Gunther has been appointed trainmaster of the Central of Georgia at Macon, Ga., to succeed J. C. Ellis, who has resigned to accept a position with the South American Railroad Construction Company of Brazil.

J. H. Klein has been appointed trainmaster of the Chicago division of the Chicago & Erie at Huntington, Ind., in place of H. D. McClelland, transferred. D. I. Jones has been appointed trainmaster of the Lima division.

F. J. Moser, division superintendent of the Erie at Huntington, Ind., has been appointed division superintendent at Youngstown, O., succeeding T. J. English, who has been appointed assistant to General Manager Stewart.

R. C. Ten Eyck has been appointed trainmaster of the El Paso & Southwestern at Carrizozo, N. M., in place of W. G. Roe, who has been appointed assistant superintendent of the Alamo-gordo & Sacramento Mountain Railway, with office at Alamogordo, N. M. Effective on October 1.

C. P. Cooper, heretofore general superintendent of the St. Louis-Louisville lines of the Southern Railway, has been appointed manager of those lines in charge of the operating department, with headquarters at St. Louis, Mo., and the position of general superintendent has been abolished. Effective on September 1.

C. H. Bevington, superintendent of the Omaha division of the Missouri Pacific, has been appointed superintendent of the Valley division, with office at Monroe, La. W. E. Brooks, division superintendent at Atchison, Kan., has been transferred to the superintendency of the Omaha division, with headquarters at Omaha. W. E. Merrifield, trainmaster at Sedalia, Mo., has been appointed superintendent of the Northern Kansas division at Atchison.

The following changes are announced on the Southern Pacific, effective on October 1. The lines from Red Bluff to Ashland, inclusive, will be known as the Shasta division, Pacific system, and Thomas Ahern has been appointed superintendent, with headquarters at Dunsmuir, Cal. D. Burkhalter, acting superintendent of the Sacramento division, has been appointed superintendent of that division, with office at Sacramento, Cal. F. M. Worthington has been appointed superintendent of the San Joaquin division, with office at Bakersfield, Cal. A. F. Bowles has been appointed assistant superintendent of the Tucson division at Tucson, Ariz.

MENTIONS

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Brother R. E. Weaver of Division No. 186 has been appointed M. of T., main line, Louisville & Nashville, between Decatur and Montgomery.

Brother A. L. Dain of Division No. 139 has been appointed Superintendent of the Colorado & Wyoming Railway, with headquarters at Trinidad, Colo.

Anyone knowing the whereabouts of Brother W. P. Rives will please communicate same to his wife, Mrs. Mary Rives, 1212 West Oak Street, Louisville, Ky.

Brother A. L. Robinson has been appointed Trainmaster of the Sixth, Seventh and Eighth Districts of the Decatur Division of the Wabash Railroad Company.

Anyone knowing the whereabouts of Geo. L. Cleave, a member of Division 411, Puebla, Mexico, will kindly communicate the same to Harry Cleave, Waynesville, Ohio.

We are advised that Division Card No. 10004, issued in favor of Brother C. C. Hon, a member of Division No. 439, and some receipts have been lost and were found by a Brakeman named G. A. Heine, employed on the same Railway with Brother Hon. Mr. Heine left the service of the Company by which he was employed and failed to return to Brother Hon the Division Card and receipts which he had found and the members are requested to be on the lookout for the Card above mentioned and if found see that it is returned to this office.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Brother P. L. Plemons of Division No. 186 has been appointed M. of T., Birmingham Southern, at Ensley, Ala.

Brother Charles V. Garrison, a member of Division No. 282, and formerly a member of Division No. 380, died under date of August 19, 1907. In his certificate of membership held by him in the Mutual Benefit Department is his father, D. A. Garrison, is named as his beneficiary. If any Brother knows of the whereabouts of the family of this Brother or can give us any information pertaining thereto, would kindly ask that you forward that information to the Grand Secretary's office without delay.

The following Division Cards have been lost or stolen; if presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV. NO.
880.....	J. H. Dates.....	3
9323.....	M. E. Newton.....	36
771.....	F. C. Noble.....	36
7856.....	F. N. Reynolds.....	41
971.....	E. P. Bie-man.....	53
17380.....	J. F. English.....	63
20068.....	B. Wescoat.....	91
18640.....	D. A. Durfee.....	111
15765.....	W. R. Breed.....	116
12280.....	W. T. Roll.....	131
8641.....	C. E. McDougal.....	217
10444.....	H. J. Buck.....	257
2322.....	P. G. Stewart.....	261
15171.....	J. O. Harvey.....	263
15564.....	J. S. Walsh.....	276
6456.....	J. J. Barnes.....	298
18618.....	A. F. Gibson.....	395
15259.....	R. G. Philopson.....	422
12938.....	T. L. Abernathy.....	422

Evolutionary Improvement.

A fond grandfather and father were admiring the new baby.

FOND GRANDFATHER: I declare, that youngster is a great deal more intelligent than you were at his age.

INSULTED PARENT: Naturally; he has a great deal brighter father.

—THE CIRCLE.

Here is an effective piece of dramatic criticism, said to have been printed in a rural paper in Indiana. A raw company on the "kerosene circuit" played "Hamlet," and the next day the editor wrote: "Mr. Soandso and his company played 'Hamlet' in the town hall last night. It was a great social event, and all the elite of our fair village attended. There has been a long discussion as to whether Bacon or Shakespeare wrote the play, commonly attributed to Shakespeare. It can be easily settled now. Let the graves of the two writers be opened. The one who turned over last night is the author."

Laugh and Grow Fat.

Good fun and plenty of it is found in the colored comic section of THE SUNDAY RECORD-HERALD. The constant aim is to keep these amusing illustrations free from vulgarity and mischievous suggestions which characterize so many comic sections. It is certainly a cure for the blues.

There is an entertaining variety of special features in THE SUNDAY RECORD-HERALD and in addition a Sunday Magazine which has all the distinctive qualities of the famous independent periodicals. Celebrated authors and artists contribute the text and illustrations. The picture on the first cover is in rich colors. It sets a new standard in Sunday journalism.

Eating on the Train in Spain.

As even express trains seldom attain a higher rate of speed than twenty-five miles per hour, travel is slow and tedious though fairly comfortable, and to enjoy Spain one must assume the leisurely indifference of the Spaniard to whom *Manana* is always the chosen time. He is wise who carries his own luncheons and never are dainty tea baskets more indispensable than on these long journeys. Spanish etiquette demands that the traveler before partaking of his food must politely offer it to those who share the compartment with him. It may either be graciously accepted or declined. In no country is it so difficult to travel and to secure information, as but little English is spoken even by important officials.—*The Travel Magazine*.

Ferrocarril De Umanaca Rio Yaqui Pacifico.

Department of Construction and Engineering.

To All Concerned:—

Effective this date, the duties of Mr. F. M. Gillette, heretofore Traveling Conductor, will embrace those of Trainmaster.

J. S. BARLOW,
Assistant Engineer.

Brother Gillette is a member of Division No. 313.

We have just received from the McMillan Company, 66 Fifth Avenue, New York, a book written by Henry S. Haines, entitled, "Railway Corporations as Public Servants." The price is \$1.50 net. The book is particularly of interest to railroad men, and Mr. Haines seems to have some quite radical views of many of the different phases of the transportation interests. Here is a somewhat startling assertion which he makes: "The organization of railroad employes for the furtherance of their own interests has become so thorough and extensive that the public service of transportation in this country is practically conducted under the direction and authority of the chief officials of their brotherhoods."

Best Reading for Children.

Fathers and mothers, and it would be well to add those who will some time be, are deciding as never before to have only the best reading placed before their children. They are beginning to see that as they sow they will reap. It cannot be expected that parents allowing all sorts of reading in the home will raise the best crop of men and women. One mother said she would as soon give her child poison as allow to read much that is allowed in homes. Plenty can be found without the Sunday newspaper.

Where one reads a book thousands read a newspaper. "With its telephone annexes, all the world passes in review twice a day." The power of the press should be used to stem the current of details of crime. It is encouraging to read this resolution of the National Editorial association:

"Resolved, That the National Editorial association of the United States earnestly sympathizes with the woman's movement for purity in literature and art, as tending to maintain the moral standard and endeavoring to realize the prime object of the press—the elevation and betterment of humanity intellectually, morally and socially, for the suppression of sensationalism, cruel personalities and immoral details in the reports of vice and crime, which tend only to degrade the moral standard of the

community, often inciting to the re-enactment of the horrors depicted; and that we will further endeavor to make the press one of the truest and best helps and friends of humanity by refusing space to all questionable and impure advertising, also excluding from our writings and doings the untruths and half-truths which are often more dangerous and often have more poison than unmasked vice, because of the base alloy which promotes this circulation."

A right thinking nation means a righteous nation.—MRS. WADLEIGH.

Life on the Isthmus Isn't so Bad.

Some aspects of life on the Isthmus were portrayed in an entertaining manner by Mr. M. J. Stickel, the popular secretary of the Young Men's Christian Association at Cristobal, in a letter to the home organization soon after his arrival at Panama. He wrote:

"I have been here five days, and I think I am prepared to write a book on Panama: Past, Present, and Future.

"I have been the entire length of the Canal Zone twice, and have viewed every phase of making dirt as well as mud fly. At Culebra the air is vibrant with the noise of steam-shovels, dirt-trains, and machine-shops. This is varied by the shock of frequent blasts of dynamite as great masses of rock and clay are blown off the side of the hill to satisfy the rapacious shovels.

"I must say this, however: never in all my life have I been so disappointed in a place—pleasantly so, however. The climate thus far is most delightful. It is hot in the sun at midday, but most pleasant in the shade. I have slept under a blanket every night.

"The one constant source of surprise is that things are not foreign, nor scarcely tropical. One has to conjure with his senses to realize that he is not in Galveston, or Atlanta, or even St. Louis. Everything is American.

"This is a land of contradictions and perversions. Wagons turn out to the left side of the road; waiters serve you on the left side of your plate; the sun rises in the Pacific, and has his going down in the Atlantic; The Pacific end of the canal is east of the Atlantic end; breakfast is called 'coffee,' luncheon is called 'breakfast,' altho dinner, strange to say, is actually called 'dinner.' You can't buy anything, except stamps, with money save from Chinamen or natives; if you purchase ten cents' worth of stamps and hand in a \$2 bill you will be given \$3.80 in change. The gold employes are all white, and the silver ones are all yellow or black; and so on.

"It is a fine place for women and chil-

drén. The average health among them is very much above that in the States, and the man who has his family here is very fortunate in every way, except, perhaps, in regard to children who are ready to go to high school."—From *"The Lighter Side of Life at Panama,"* by Gertrude Beeks, in *THE CIRCLE* for October.

Office American Federation of Labor,
Washington, D. C., September 18, 1907.
To Organized Labor:

The appeal of the Commercial Telegraphers Union for financial assistance has the full endorsement and approval of the Executive Council of the American Federation of Labor.

Realizing the tremendous importance and the vast interests involved, the Executive Council tendered its good offices to both the organization and the companies. The organization accepted the offer, both the companies spurned it. It is evidently the policy and hope of the companies to not only crush the Telegraphers' organization, but their spirit and aspiration for a brighter and better day. While we do not aim at the humiliation of the companies, yet labor and its friends cannot permit the men being ridden over roughshod.

An honorable adjustment of the contest can be attained, if the companies understand that the Telegraphers cannot be starved into an unconditional surrender. To accomplish this purpose labor must come to the financial assistance of the Telegraphers.

All unions are urgently requested to at once donate and voluntarily contribute as generously and promptly as possible and to forward same to WESLEY RUSSELL, Secretary-Treasurer, Room 930, Monon Building, Chicago, Ill., and notify S. J. SMALL, President, same address.

(SEAL)

Fraternally yours,
SAMUEL GOMPERS,

President American Federation of Labor.
FRANK MORRISON, Secretary.

Convention Call of American Federation of Labor.

To All Affiliated Unions, Greeting:

You are hereby advised that, in pursuance to the Constitution of the American Federation of Labor, the Twenty-seventh Annual Convention of the American Federation of Labor will be held at Norfolk, Virginia, beginning ten o'clock, Monday morning, November 11, 1907, and will continue in session from day to day until the business of the Convention has been completed. The first day's (Monday) session will be held at the Auditorium Building on the grounds of the Jamestown Exposition. All sessions thereafter will be held at the Armory Hall, in the city of Norfolk proper.

A Rattling Good Offer. The Best Yet!

We are now in a position to offer the Rural Route REPUBLIC (the new mail edition of the St. Louis REPUBLIC) and THE RAILWAY CONDUCTOR for one year for \$2.50.

This offer is open to all subscribers who have paid for THE RAILWAY CONDUCTOR for one year in advance from date, and to new cash subscribers. In other words, if your subscription is paid for one year in advance, give us \$1.50 and we will order the Daily REPUBLIC for you. Or if you are not a subscriber remit \$2.50 and we will have the Daily REPUBLIC mailed to your address for one year and also send you THE RAILWAY CONDUCTOR as well.

THE RURAL ROUTE REPUBLIC

What is it? It is the old reliable St. Louis REPUBLIC with a new daily issue. In fact the Regular Edition (ten pages) exactly as it appears in the Fast-Mail Edition, only the details of Sporting News being omitted. The Telegraphic, Market and Financial Pages are complete in every particular. There is also miscellaneous reading interesting to all the family. This Edition is delivered by mail only, DAILY EXCEPT SUNDAY—312 copies a year. Subscriptions will be accepted only from persons who reside and receive their mail on the Rural Free Delivery Routes.

No subscriptions are accepted for a shorter term than one year. Make all remittances to THE RAILWAY CONDUCTOR, not to THE REPUBLIC. Take advantage of the offer to-day—it can't be beat anywhere. THE RAILWAY CONDUCTOR and THE REPUBLIC both one year for only \$2.50.

It will probably be remembered that we have printed several stories of a humorous nature written by "One Brown." He has been writing stories of this kind for "quite a while" and they are funny because true and actually "from life." The book is nicely bound and sells for a dollar, and there is a laugh in each story worth a dollar to any one's liver. Here, for instance, is a story that any conductor will vouch for:

An Example of Digging for Information.

"Railroading by correspondence has become an actuality," said an old-timer who attended a switch shanty executive session one day. "There are in use printed forms of every description and for every imaginable purpose. Of these the accident report probably is the star performer in the correspondence line.

"When an accident occurs the conductor of the unfortunate train fills out an accident blank upon which are printed numerous questions designed to bring out an-

swers that will give a clear understanding of the trouble.

"This information is transmitted by telegraph to headquarters and no matter how complete the report or how carefully it has been compiled some one or another of the numerous officials to whom it goes finds occasion to ask for additional enlightenment.

"The increasing tendency to criticise makes men careless in proportion to the extent of what is considered unreasonable fault-finding.

"One official who is proverbially hard to satisfy in matters of this kind invariably finds occasion to display his acumen by asking additional questions, many of which are unnecessary.

"One day a report reached him concerning a track-walker, who, in trying to rescue a worthless dog which was lying on the track in the path of an approaching train, was himself painfully injured.

"The conductor made a comprehensive statement of the affair and under the heading, 'Remarks,' concluded the report with the sentence: 'In an effort to save a dog which was lying asleep on the track, the man was struck by the engine and injured as stated.'

"'There!' exclaimed the conductor, as he handed the form to the operator. 'I guess that will hold the old man for a while.'

"'Don't see where he can work in any of his fool questions on that' responded the telegrapher.

"Completing the transmission, the operator was about to file the document away when he was called by the receiving operator.

"Turning to the conductor after answering the call, he said, 'See here, Bill, the big boss wants to know if the track-walker saved the dog.'

The Reorganization in Culebra Cut.

From the "CANAL RECORD" Published at Ancon, Canal Zone, Panama.

With the approval of the Chairman and of the Commissioner in charge of all the excavation, the ten miles of the Culebra Division was reorganized on the first of July last in accordance with a plan presented by Mr. L. K. Rourke, after discussion with Mr. Bolich. This created four divisions, each of which is about two and a half miles in extent, and is under the direction of a local superintendent. Mr. George A. Greenslade of Division 208 has been assigned to the district north of Matachin, which is now officially referred to as the Tabernilla District. Mr. Dan E. Crowley has charge of all the work between Stations 1600 and 1720, designated the Empire District. Mr. Joseph Little is responsible for what is known as the Culebra District,

extending from Stations 720 to 1840. The Pedro Miguel District, running south from Station 1840 to La Boca, is in charge of Mr. D. B. Brown. Between Matachin and Bas Obispo Mr. Fred L. Hartigan is in charge of what is known as the Bas Obispo District. Within their respective territories these local superintendents are held responsible for everything that is done therein. They report direct to the Assistant Division Engineer, Mr. Rourke, who in turn reports to Mr. Bolich, the Division Engineer, to whom the Commissioner in charge of all excavation looks for results from the Culebra Cut. Within each subdivision promotion among the foremen, so far as practicable, is according to seniority and efficiency, as determined by actual results. The effect of this concentration of authority is shown in the records made so far during the rainy season which have been second only to the best accomplished before the rains set in. It has been estimated that about 52,000,000 cubic yards would have to be removed from the Culebra Cut to complete the canal authorized by Congress. Of this amount there has been removed at least 8,500,000 cubic yards. About 4,775,000 cubic yards of this have been removed during the seven months of this year, and the total for the year is likely to reach 10,000,000 cubic yards.

We note that Brother A. L. Robinson has been appointed Trainmaster of the Sixth, Seventh and Eighth Districts of the Wabash, with headquarters at Decatur, Ill. Brother Robinson has received many complimentary press notices on his appointment, and he deserves them all. We feel sure the Brothers on the Wabash will rejoice and give him loyal support and we know all his admirers at the headquarters of the Order in Cedar Rapids will be pleased at his promotion, as will his old friends in Divisions Nos. 27 and 3, in both of which he has held membership. THE CONDUCTOR hands you congratulations, Brother Robinson, and hopes you will make good, for there's lots of room further up and on top.

A Story of the Americanizing Crucible.

A strong story is Casper Day's "Slater-ville's Apostate" in McClure's for October. It throws a vivid light on the great crucible where Poles, Slavs, Jews and what not are fused into a new amalgam by the power of "the American Spirit." Mr. Day has the eye of a painter and the pen of a ready writer. In a frenzy of disgust his hero, a Jewish tailor, renounces his race and religion with all the dramatic intensity of his people. From a balcony over a saloon he

rends his phylacteries and scatters them to the winds, and having thus put off the old man he proceeds to put on the new by a public dinner on ham and eggs and the forbidden and accursed whisky. His work in the mines, his struggle with disease, his heroic and successful attempt to rescue a child at the cost of his own life, make a great story. This picture of heroism stands out the clearer for its sordid setting.

Facts Worth Knowing.

To prospective purchasers of Pianos, Organs or other Musical Instruments the following facts, gleaned from the officials of the Piano, Organ and Musical Instrument Workers' International Union of America, may prove of great value:

1. All UNION-MADE Pianos, Organs and Musical Instruments bear the Label of the Piano, Organ and Musical Instrument Workers' International Union.
2. Dealers representing instruments minus the Union Label as union-made are seeking to deceive.
3. Any responsible dealer, no matter where located, can secure Union-Label instruments.
4. The Label of the Piano, Organ and Musical Instrument Workers' Union is granted free of charge to all manufacturers operating Union factories.
5. Union Label instruments are guaranteed by the organization to be superior to those not bearing the Label.

The officials assure us that any additional information desired will be cheerfully furnished upon application, address 40 Seminary Ave., Chicago, Ill.

National Civic Federation Will Consider Trusts.

Gathering representing the nation to meet in Chicago in October.

Relations of State and National Governments; Construction of Corporations; Railroad, Labor and Commercial Organizations to be Discussed.

In view of the tremendous interest, financial, industrial, and political, which now centers in what is termed the "trust problem," the conference on combinations and trusts to be held under the auspices of the National Civic Federation in Chicago, October 22-25, will be one of the most important gatherings of the year. Coming at a time when the whole country is aroused over the many questions involved in the enforcement of the Sherman anti-trust law and the amended Interstate Commerce act, this conference, it is to be hoped, will serve to give direction to public opinion in reaching a final judgment.

A Japanese Statement of Japan's Case in Korea.

We shall be frank about it,—we shall say that we are carrying things with a high hand in Korea. We have gone over into the back yard of our neighbor, and are telling him to kindly move on,—simply because we need his home. We are doing this just as the Americans have done to the Indians, the rightful owners of America; just as the British have done to the Hindus; just as the Russians have done to the Tartars and the Chinese; as Germany in Africa, and Kiau Chau and France in Cochinchina and northern Africa have done. Nippon has joined the household of great powers; she has become civilized.

When England absorbed India, her home isles contained about 16,000,000 people; when Russia played her clever game, through Muraviev, and ran away with the treaty of Aigun and with Siberia, she was supporting about 68,000,000 people on her five million square miles; when Kaiser Wilhelm heard from the gods of his ancestors that he was to be the military Emmanuel to the benighted African races, and forthwith went down there to establish an empire in the name of all the Christian virtues, Germany had less than 40,000,000 people on 208,830 square miles. Now Nippon goes over to Korea. She is supporting about 50,000,000 people on about 160,000 square miles, of which the possible arable land is less than 20 per cent., and the actual cultivation is 13.8 per cent., that is to say, about 15,000,000 acres. She has heard the logic of necessity.—From "The Japanese in Korea," by Adachi Kinnosuke, in the *American Review of Reviews* for October.

Alcohol Harmful and Useless as Medicine.

Many physicians are saying alcohol is not only harmful but positively useless in most ailments, its reputation as a curative agency resting solely upon its power to deaden sensation. The patient does not feel the same uneasy sensations after taking it as before, hence thinks he is better. He does not know that the cessation of uneasiness results from the benumbing of the nerves, which is really the beginning of the effect which with continued doses becomes complete intoxication. Those asking for substitutes for alcohol are referred to the following expressions of non-alcoholic physicians:

LOSS OF APPETITE.

Outdoor exercise according to the strength. Go without food until the appetite comes. When it seems necessary to assist appetite, a small quantity of hop-tea may be taken with or without Apollinaris water; a handful of hops to a pint of boiling water. Make fresh every day. A small

quantity of soup or beef extract will assist appetite. Alcoholics create subsequent depression.—PROF. BEMME, Berne, Switzerland.

RHEUMATISM.

Alcohol favors the development of rheumatism. It does this by preventing waste matter from leaving the system. Beer and wine, because they contain lime and salts, are said to cause rheumatism, or at least to aid in its development. These salts are absorbed into the system, unite with uric acid and form an insoluble urate of lime, which is deposited around the joints, thus causing them to enlarge and become stiff. Those having a bath cabinet can have a substitute at home for the Turkish bath. Remember that if tobacco and alcohol are indulged in there can be no permanent relief.—DR. CHARLES H. SHEPARD, Brooklyn.

FAINTING.

The human body is a water engine and alcohol plays no part in its natural motion. The idea that when it begins to fail alcohol is needed, springs from habit. If when any of the symptoms of fainting occur, the person lies down and drinks a glass of hot water or hot milk and water, all is done that can be done.—SIR B. W. RICHARDSON.

The Supreme Test.

He was no coward; nay, rather, men had even called him brave. At the peril of his life he had stopt runaway horses, had plunged into the sea to rescue a child from drowning, and had gallantly charged up San Juan Hill in the face of the Spanish bullets. But now his face paled and he trembled.

"I dare not," he muttered. "But," he added resolutely, "since she whom I vowed to love and cherish has asked it of me, I will not falter."

So, with calm courage and a resolute mien, he descended to the kitchen to discharge the cook.—THE CIRCLE.

The November number of THE IRON TRAIL MAGAZINE, \$1.00 per year, Minneapolis, Minn., will appear with a new up-to-date cover design, printed by the famous three-color process. It is a most beautiful, artistic and live cover, and one that breathes the spirit of Railroad life.

Besides the usual run of Railroad poems and fiction, there are many articles on live topics that should interest all Railroad men.

James Selwyn Hill writes on the "Most Wonderful Safety Device of the Century," and tells of the different devices now in use to protect the lives of the workers.

Michael Patrick Schaunessy's article on "Partisan Bigotry and Blind Hero-Worship" is startling, sensational, and breathes forth ideas rather out of the ordinary.

QUARTERLY REPORT

of F. B. A. of L. A. to O. R. C. of A.

July 1, 1907, to October 1, 1907.

No. of Insured Divisions July 1 . . .	173
No. of Insured Divisions added . . .	2
No. of Insured Divisions dropped . . .	2
No. of Insured Divisions, October 1, 1907	173
Membership, July 1	1756
No. of Policies Issued: July 14,	
August 8, September 9, (Class A	
22, Class B 9)	31
No. of Claims paid	2
No. of Policies Dropped	7
No. of Deaths	1
Membership October 1	1779

RECEIPTS:

Balance on Hand,	
July 1	\$14966.55
Assessments, July 1,	
to October 1	2715.00
Policies (31), July	
1 to October 1	23.25
Policies, Changes in	
Beneficiaries	2.50
Supplies	7.25
	<hr/>
	\$17714.55

PAYMENTS.

Expenses, July 1, to	
October 1	\$ 354.10
Death Claims Paid. 1000.00	
Cash in Bank Oct. 1 16360.45	
	<hr/>
	\$17714.55

SUMMARY OF CASH BALANCE

OCTOBER 1, 1907.

Mortuary Fund	\$ 3000.00
Expense Fund	1000.00
Reserve Fund	12360.45
	<hr/>
	\$16360.45

MRS. W. N. DRAKE,
Gen. Sec. and Treas.

Correcting the Record.

Representative Champ Clark of Missouri, tells a story about former Representative Henry J. Johnson of Indiana.

"Mr. Johnson," he said, "was engaged in a debate with an Illinois Congressman and called him an ass. This was unparliamentary, of course, and had to be withdrawn. Pursuant to the order of the speaker, Mr. Johnson said:

"I withdraw the language I used, Mr. Speaker, but I insist that the gentleman from Illinois is out of order."

"How am I out of order?" demanded the Illinois man, with considerable heat.

"Probably a veterinary surgeon can tell you," retorted Johnson. This was parliamentary and went into the record."—Indianapolis News.

We are pleased to note the appointment of Brother A. L. Dain of Division 139, as superintendent of the Southern division of the Colorado & Wyoming Ry.

The secretary of Division No. 159 wishes the addresses of Brothers A. J. Wood, J. H. Dillon, J. H. VanNorman, W. E. Copeland, N. A. Smith, J. Saunders, E. E. Clarke, and J. D. McDade, all of Division No. 159.

Address, W. A. White, Apartado 1406, Mexico City.

In a report of the Joint Labor Legislation Board of Texas, of which Walton Peteet, Texas Federation of Labor, Chairman, C. F. Goodridge, O. R. C., Vice-Chairman, H. G. Wagner, B. of R. T., Secretary, C. D. Johnson, B. of L. E., Treasurer, Jos. J. Myers, B. of L. F., Statistician, we note that the Thirtieth Legislature passed more laws beneficial to labor than any previous Legislature in the history of Texas. A brief summary of these laws follow:

LAWS ENACTED.

Mine Inspection Law.

Full Train Crew Law.

Electric Headlight Law.

Anti-Blacklist Law.

Employees' Contract Law.

Sixteen-hour Law for railroad employees.

Eight-hour Law for railroad telegraphers.

Barbers' License and Inspection Law.

Constitutional Amendment for the creation of a Bureau of Labor.

Extension of benefits of uniform Text Books to cities above 10,000 population which were exempt under previous law.

Amendment to Anti-Free Pass Law exempting railroad employees.

A law limiting the granting of injunctions.

Here's the best magazine offer we ever saw and we don't believe it will ever be beaten or equaled again.

The World's Work, . . .	\$3.00
McClures,	1.50
Delineator,	1.50
Railway Conductor, . . .	1.00

\$7.00

All for \$3.50

Send in your orders quick.

Add \$2.00 for Canadian postage.

OBITUARY

ALMY—Brother S. W. Almy, Division 200, Bradford, Pa.
 BARTOLET—Brother D. E. Bartolet, Division 416, Pottsville, Pa.
 BLYTHE—Brother B. F. Blythe, Division 60, Sedalia, Mo.
 BOVARD—Brother W. N. Bovard, Division 214, Moncton, N. B.
 BOYLAN—Brother, W. M. Boylan, Division 393, Moose Jaw, Sask.
 BRUNER—Brother W. O. Bruner, Division 102, Grand Rapids, Mich.
 CART—Brother F. Cart, Division 233, Middleport, Ohio.
 CARTER—Brother J. Carter, Division 17, Toronto, Can.
 CAVNEY—Brother, P. J. Cavney, Division 374, Elmira, N. Y.
 COLLINS—Brother William L. Collins, Division 225, Hornell, N. Y.
 CONRAD—Brother O. Conrad, Division 143, Harrisburg, Pa.
 CROWLEY—Brother J. W. Crowley, Division 105, Meridian, Miss.
 DEAL—Brother G. P. Deal, Division 196, Jacksonville, Fla.
 DILLON—Brother C. B. Dillon, Division 56, Albany, N. Y.
 ECKLEY—Brother O. E. Eckley, Division 79, Peoria, Ill.
 FARGO—Brother J. A. Fargo, Division 43, E. Syracuse, N. Y.
 FERGUSON—Brother C. H. Ferguson, Division 369, Parkersburg, W. Va.
 FITZGERALD—Brother B. Fitzgerald, Division 417, Woodsville, N. H.
 FOSTER—Brother R. J. Foster, Division 475, Cotter, Ark.
 FREEMAN—Brother O. J. Freeman, Division 307, Elizabeth, N. J.
 FREDERICK—Brother L. E. Frederick, Division 244, Colorado Springs, Colo.
 GALLOWAY—Brother J. F. Galloway, Division 337, Baltimore, Md.
 GIBSON—Brother S. H. Gibson, Division 466, Houghton, Mich.
 GRAY—Brother J. S. Gray, Division 114, Pittsburg, Pa.
 GRESS—Brother F. E. Gress, Division 194, Brookfield, Mo.
 GUSTAFSON—Brother C. Gustafson, Division 34, Boone, Iowa.
 HANER—Brother J. A. Haner, Division 48, Detroit, Mich.
 HAPPERTSETT—Brother I. G. Happersett, Division 204, Philadelphia, Pa.
 HAYHOW—Brother F. Hayhow, Division 15, Stratford, Ont.
 HIMROD—Brother J. F. Himrod, Division 270, Youngstown, Ohio.
 HUSKEY—Brother H. C. Huskey, Division 3, St. Louis, Mo.
 JAMES—Brother W. C. James, Division 419, Shreveport, La.
 JOHNSON—Brother B. F. Johnson, Division 393, Salt Lake City, Utah.
 JOYNER—Brother J. W. Joyner, Division 318, Asheville, N. C.
 KIRKBRIDE—Brother J. B. Kirkbride, Division 108, New Orleans, La.
 MARTIN—Brother J. A. Martin, Division 432, Monterey, N. L. Mexico.
 MILLER—Brother E. Miller, Division 24, St. Albans, Vt.
 MOODY—Brother E. Moody, Division 455, Florence, S. C.
 MCARTHUR—Brother C. McArthur, Division 48, Detroit, Mich.
 NEWELL—Brother J. A. Newell, Division 67, Waterloo, Iowa.
 NUTT—Brother J. A. Nutt, Division 38, Des Moines, Iowa.
 RICHARDSON—Brother G. F. Richardson, Division 157, Boston, Mass.
 RICHMOND—Brother F. O. Richmond, Division 200, Bradford, Pa.
 RIDER—Brother J. Rider, Division 309, Youngwood, Pa.
 ROCKHILL—Brother G. Rockhill, Division 177, Alliance, Ohio.
 RUSSELL—Brother A. M. Russell, Division 209, Pocatello, Idaho.
 SHAFFSTALL—Brother S. F. Shaffstall, Division 230, Albion, Pa.
 STIRM—Brother N. G. Stirm, Division 36, Pueblo, Colo.
 STOVER—Brother J. E. Stover, Division 146, Fitchburg, Mass.
 TORMEY—Brother T. J. Tormey, Division 274, So. Kaukauna, Wis.
 WATSON—Brother J. W. Watson, Division 57, Fort Worth, Texas.
 WILKIE—Brother B. A. Wilkie, Division 451, Hamlet, N. C.
 WILLIAMS—Brother J. J. Williams, Division 126, Omaha, Neb.
 WILSON—Brother T. L. Wilson, Division 196, Jacksonville, Fla.

COPSEY—Wife of Brother Geo. T. Copsey, Division 26, Toledo, Ohio.
 ELLIS—Wife of Brother W. W. Ellis, Division 458, Lakeland, Fla.
 HEINZER—Brother of Brother F. P. Heinzer, Division 395, Salt Lake City, Utah.
 ORR—Wife of Brother A. L. Orr, Division 164, Eagle Grove, Iowa.
 SINGLETON—Wife of Brother M. S. Singleton, Division 79, Peoria, Ill.
 SKINNER—Wife of Brother Geo. S. Skinner, Division 14, Cleveland, Ohio.
 SPAULDING—Mother of Brother James Spaulding, Division 54, New York City.

THE RAILWAY CONDUCTOR

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

General Information Relative to Mutual Benefit Department.

Assessment No. 417, for death of O. E. Eckley, September 26, 1907.

See Article 27, Laws Governing Mutual Benefit Department.

BENEFITS PAID FROM AUGUST 1 TO AUGUST 31, 1907, INCLUSIVE.

BEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
4530	Jos. Bowroson	154	2662	C	\$3000	Death	Pneumonia
4531	J. F. Kibler	160	1705	C	3000	Death	Paralysis
4532	J. E. Cox	139	1087	C	3000	Dis.	Loss of Hand
4533	E. J. Harrison	371	11436	B	2000	Death	R. R. Accident
4534	Geo. P. Kramer	499	10398	B	2000	Death	Heart Failure
4535	N. McKune	169	5234	A	1000	Death	R. R. Accident
4536	H. L. Stanley	163	12695	B	2000	Death	R. R. Accident
4537	R. A. Warfel	172	13468	B	2000	Death	R. R. Accident
4538	L. J. Carens	41	3312	B	2000	Death	Cancer
4539	C. W. Doty	61	274	D	4000	Death	R. R. Accident
4540	J. M. Mason	202	7951	A	1000	Death	Gunshot Wound
4541	J. H. Williams	320	12063	A	1000	Death	R. R. Accident
4542	Chas. Foat	270	1197	B	2000	Death	R. R. Accident
4543	C. J. Barth	312	4777	B	2000	Death	Paralysis
4544	J. A. Winchester	419	249	C	3000	Dis.	Loss of Foot
4545	S. H. Defries	17	3841	C	3000	Death	Cerebral Meningitis
4546	W. H. Watson	428	605	A	1000	Death	Intestinal Intersusception
4547	C. C. Cobbs	136	1607	A	1000	Death	Bright's Disease
4548	J. P. Moran	159	5164	A	1000	Death	Black Small Pox
4549	Geo. E. Hummell	37	7788	A	1000	Death	Apoplexy
4550	C. E. Wynn	123	9978	A	1000	Death	Accident
4551	Phillip Moonly	114	4714	B	2000	Death	R. R. Accident
4552	J. K. MacMillan	170	9017	B	2000	Death	Gun Shot Wound
4553	A. Wolcott	78	2657	C	3000	Death	Cerebral Hemorrhage
4554	H. C. Scofield	356	4025	C	3000	Death	R. R. Accident
4555	W. T. King	89	4594	C	3000	Death	R. R. Accident
4556	J. W. Wright	201	3593	B	2000	Death	Accident
4557	H. H. Anderson	386	9673	A	1000	Death	Malarial Fever
4558	W. M. VanScoter	2	3033	C	3000	Death	R. R. Accident

NUMBER OF MEMBERS ASSESSED.

Series A, 12,570; Series B, 15,786; Series C, 7,713; Series D, 391; Series E, 56, Amount of Assessment No. 477, \$69,125.00.

FINANCIAL STATEMENT.

Received on Mortuary Assessment to August 31, 1907	\$9,662.583.15
Received on Reserve Fund Assessment to August 31, 1907	500,618.20
Received on Expense Assessment to August 31, 1907	123,155.80
Received on Applications, etc., to August 31, 1907	140,701.89
	\$10,427,059.04
Total Amount of Benefits paid to August 31, 1907	\$9,355,567.06
Total Amount of Expenses paid to August 31, 1907	257,969.64
To the Credit of Mortuary Fund, August 31, 1907	307,016.15
To the Credit of Reserve Fund, August 31, 1907	500,618.20
To the Credit of Expense Fund, August 31, 1907	5,885.06
	\$10,427,059.04

EXPENSES PAID DURING AUGUST.

Fees returned, \$38.00; Sundry expense, \$27.95; Postage, \$716.00; Stationery and Printing, \$73.40; Salary, \$844.50.

W. J. MAXWELL, Secretary.

Location and Number of Divisions by States and Provinces.

ALABAMA.	Savanna... 78	MASS.	Paterson... 174	Connellsville 357	Richmond... 152
Birmingham 334	Salem... 409	Boston... 122	Phillips'burg 37	Derry Stat'n 144	Roanoke... 210
Birmingham 186	Springfield 206	Boston... 157	Trenton... 294	Do Bois... 443	W'S'H'N'GT'N.
Mobile... 310	Villa Grove. 509	Boston... 413	Weehawken 312	Dunmore... 426	Ellensburg... 260
Montgomery 98	INDIANA.	Fitchburg... 146	N. MEXICO.	Easton... 147	Everett... 456
Selma... 185	Elkhart... 19	Springfield... 198	Albuquerque 389	Erie... 644	Hillary... 498
Tusculum... 248	Evansville... 381	Worcester... 237	Las Vegas... 70	Galeton... 226	Seattle... 350
ARIZONA.	Frankfort... 254	MICHIGAN.	Raton... 372	Hallstead... 129	Spokane... 285
Douglas... 474	Pt. Wayne... 119	Battle Creek... 6	San Marcial 267	Harrisburg... 143	Tacoma... 249
Prescott... 493	Garrett... 138	Detroit... 48	NEW YORK.	Harrisburg... 449	Tekoa... 481
Tucson... 313	Hammond... 508	E. Saginaw... 192	Albany... 56	Hazleton... 505	W. VIRGINIA.
Winslow... 85	Huntington 120	Escanaba... 86	Binghampt'n 154	Huntingdon 158	Bluefield... 324
ARKANSAS.	Indianapolis 103	Gladstone... 340	Buffalo... 22	Lehighon... 401	Elkins... 502
Cotter... 475	La Fayette... 302	Gr. R'pids... 102	Corning... 176	Mauch Ch'nk 153	Fairmont... 472
Ft. Smith... 228	Logansport... 110	Houghton... 486	E. Albany... 359	McKees R'ks 201	Grafton... 190
Jonesboro... 332	Mich'g'n C'y 213	Ionia... 385	E. Syracuse... 43	Meadville... 32	Huntington 136
Little Rock... 131	New Albany 303	Marquette... 182	Elmira... 374	Newberry... 488	Hinton... 140
Mena... 380	Peru... 125	St. Ste Marie 429	Horn lls'v'le 225	New Castle... 326	Keyser... 497
Pine Bluff... 251	Princeton... 418	W. Bay City 306	L'g lsd' C'ty 391	Oil City... 163	Martinsburg 223
Texarkana... 59	Richmond... 452	MINN'SOTA.	M'chn's'v'e 171	Philadelphia 162	Parkersburg 369
Van Buren... 269	Seymour... 301	Austin... 215	Middletown 104	Philadelphia 204	Weston... 491
CALIFORNIA	Terre Haute 92	Breckenridge 448	New York... 54	Pitts Cairn... 433	Wheeling... 442
Fresno... 412	Tipton... 348	Duluth... 338	Norwich... 341	Pittsbn... 65	WISCONSIN.
Kern City... 404	Wabash... 387	Oshtn'burg 25	Olean... 444	Pittsburg... 114	Abbotsford 211
Los Angeles 111	Washington 339	Olean... 444	Oneonta... 45	Pittsburg... 281	Antigo... 462
Los Angeles 470	INDIAN TER.	Oswego... 167	Port Jervis... 52	Pittsburg... 471	Ashland... 253
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Oakland... 364	Haileyville 394	Staples... 197	Salamanca 465	Reading... 229	Fond du Lac 259
Sacramento 195	Sapulpa... 415	St. Paul... 40	Syracuse... 155	Renovo... 333	Green Bay 373
San B'n'd' 0392	TOWA.	Two Harbors 360	Tottenville 384	Sayre... 10	La Crosse... 61
San Fran'co 115	Belle Plaine 410	Waseca... 90	Utica... 150	Scranton... 12	Madison... 82
San Luis	Boone... 34	MISSISSIPPI.	Watertown 469	St. Marys... 473	Milwaukee... 46
Obispo... 440	Burlington... 31	Amory... 207	Whitehall... 461	Sunbury... 187	S. Kaukauna 274
COLORADO.	Cedar Rapids 35	Canton... 304	N. CAROLINA	Tamaqua... 23	Tomah... 346
Alamosa... 441	Clinton... 33	Gulfport... 424	Asheville... 315	Tyrene... 51	WYOMING.
Canon City 375	Creston... 21	McComb C'y 367	Greensboro 431	Wilkes-Barre 160	Cheyenne... 128
Colo. Spr'gs 244	Des Moines... 38	Meridian... 105	Hamlet... 451	Youngwood 309	Evansston... 408
Durango... 63	Dubuque... 347	Vicksburg 231	Monroe... 504	R. ISLAND.	Rawlins... 142
Denver... 44	Eagle Grove 164	MISSOURI.	Raleigh... 264	Providence 370	Sheridan... 435
Gr'nd Junc. 325	Eldon... 437	Brookfield... 194	Spencer... 221	S. CAROLINA.	
Leadville... 252	Estherville 353	Chaffee... 422	Wilmington 271	Charleston... 208	
Pueblo... 36	Ft. Dodge... 38	De Soto... 241	N. DAKOTA.	Columbia... 323	
Salida... 132	Marion City... 268	Eldon... 438	Enderlin... 453	Florence... 455	
Trinidad... 247	Mason City... 22	Hannibal... 39	Jamestown... 72	Greenville... 319	
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Hartford... 50	Ottumwa... 216	Kansas City 55	Minot... 483	Aberdeen... 258	
New Haven 317	Ottumwa... 96	Laredo... 238	OHIO.	Huron... 121	
New London 500	Perry... 84	Marceline 283	Alliance... 177	TENNESSEE.	
DELAWARE.	Sioux City 232	Milan... 479	Ashtabula... 73	Chattanooga 148	
Wilmington 224	Valley Junc. 361	Monerly... 49	Bellevue... 134	Etowah... 485	
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Washington 378	KANSAS.	Nevada... 362	Cambridge 273	Knoxville... 139	
FLORIDA.	Argentine... 368	Nevada... 380	Chicago... 292	Memphis... 175	
Jacksonville 196	Ark'n's C'y 245	Sedalia... 60	Chillicothe 181	Nashville... 135	
Lakeland... 458	Atchison... 28	St. Joseph... 141	Cincinnati 107	TEXAS.	
Pensacola... 365	Chanute... 265	St. Louis... 13	Cleveland... 14	Amarillo... 421	
GEORGIA.	Dodge City 300	Thayer... 358	Collinswood... 26	Big Springs... 266	
Atlanta... 180	Emporia... 330	Trenton... 42	Columbus... 100	Cleburne... 262	
Atlanta... 457	Ft. Scott... 165	MONTANA.	Conneaut... 125	Dalhart... 423	
Augusta... 202	Goodland... 276	Havre... 272	Dayton... 360	Del Rio... 498	
Cedartown 482	Herington 298	Grande Falls 356	Dennison... 278	Denison... 58	
Columbus... 56	Hoisington 390	Livingston 371	Galion... 209	El Paso... 68	
Fitzgerald... 506	Inct'n City 342	Missoula 243	Lima... 295	Ennis... 88	
Macon... 123	Newton... 11	Whitefish 414	Massillon... 402	Fort Worth 57	
Savannah... 218	Oswatomie 137	NEBRASKA.	Middleport 233	Greenville 434	
Waycross... 311	Parsons... 161	Alliance... 427	Montpelier 376	Hillsboro 328	
IDAHO.	Pittsburg... 382	Chadron 173	Newark 166	Houston... 7	
ILLINOIS.	Topeka... 179	Fairbury 343	Portsmouth 351	Laredo... 399	
Alton... 388	Wellington 277	Freumont 220	Springfield 329	L'ng'w Jnc. 396	
Aurora... 386	Wichita... 338	Lincoln... 227	Toledo... 26	Marshall... 454	
Bearstown 81	KENTUCKY.	McCook... 95	Wellsville 289	Mart... 77	
Bloomington 87	Bowling Gr'n 133	Norfolk... 363	Youngstown 270	Palestine... 430	
Blue Island 41	Corbin... 379	Omaha... 126	OKLA. TER.	San Antonio 76	
Centralia... 112	Covington 397	Wymore... 246	Enid... 468	Silsbee... 480	
Champaign 459	Lexington 239	NEVADA.	Ok'l'h'ma C'y 476	Smithville... 256	
Chicago... 1	Louisville 89	Tonopah... 478	Shawnee... 316	Teague... 507	
Chicago... 113	Paducah 290	Winnemucca 94	OREGON.	Temple... 116	
Chicago... 293	Paris... 486	NEBRASKA.	La Grande... 305	Tyler... 116	
Chillicothe 222	Somersett... 297	Atlantic City 446	Portland... 91	Waco... 344	
Clinton... 400	LOUISIANA.	Camden... 170	Roseburg... 425	Wichita Falls 515	
Danville... 127	Lafayette... 383	Elizabeth 307	PENNA'S L'VA.	Yoakum... 275	
Decatur... 74	Monroe... 499	Hoboken... 291	Albion... 280	UTAH.	
E. St. Louis 386	New Orleans 108	Jersey City 169	Allegheny 314	Ogden... 124	
Effingham... 327	Shreveport 419	Jersey City 490	Allegheny 217	Slt L'ke C'y 395	
Freeport... 235	MAINE.	MARYLAND.	Altoona... 172	VERMONT.	
Galesburg... 83	Bangor... 403	Baltimore... 5	Bradford... 200	Newport... 62	
Joliet... 377	Portland... 66	Baltimore... 337	Carbondale 158	Rutland... 296	
Kankakee... 118	MARYLAND.	Brunswick 234	Carnegie... 447	St. Albans 24	
Mattoon... 101	Baltimore... 5	Cumberland 263	Carnegie... 467	VIRGINIA.	
Monmouth 406	Baltimore... 337	Cumberland 183	Chamb'rb'g 484	Alexandria 450	
Mt. Carmel 308	Brunswick 234	Delmar... 445	Clearfield... 435	Ch'lottesvile 477	
Murphys'bro 501	Cumberland 183	Hagerstown 354	Columbia... 331	Clifton Forge 184	
Peoria... 79	Delmar... 445			Crewe... 349	
Rock Island 106	Hagerstown 354			Portsmouth 203	
Roodhouse... 97					

Order of Railway Conductors--Directory.

OFFICERS OF THE GRAND DIVISION.

A. B. GARRETSON, President.	Cedar Rapids, Iowa
L. E. SHEPPARD, First Vice-President.	Cedar Rapids, Iowa
W. J. MAXWELL, Grand Secretary and Treasurer.	Cedar Rapids, Iowa
E. P. CURTIS, Second Vice-President.	Smithville, Texas
W. M. CLARK, Third Vice-President, 1152 E. 59th street	Chicago, Illinois
S. N. BERRY, Vice-President for Canada, 53 Beatrice street.	Toronto, Ontario
FELIX J. WRIGHT, Grand Inside Sentinel, 1065 Rayburn street.	Memphis, Tenn.
O. L. ROLFE, Grand Outside Sentinel.	Monclova, Coah. Mexico

TRUSTEES.

J. D. CONDIT, Chairman, 419 Sixth St., south, Minneapolis, Minn.	
J. E. ARCHER, 3218 Caroline St., Houston, Texas.	
C. D. BAKER, 23 Benedict St., Somerville, Mass.	

INSURANCE COMMITTEE.

WM. J. DURBIN, Chairman, 3326 Cedar street, Milwaukee, Wis.	
W. H. INGRAM, St. Thomas, Ont.	W. H. BUDD, 150 Highland Ave., New Castle, Pa.

C. Chief Conductor, S. Secretary. Names in *Italic* type are Cipher Correspondents.
Postoffice address of Division officers is same as location of Division, unless otherwise noted.

1-CHICAGO, CHICAGO, ILL., 1st & 3rd Sun. 2 p. m., Masonic Temple, hall 512.	10-SOUTHERN TIER, SAYRE, PA., 1st & 3d Sun., 7:30 p. m., B. R. T. hall.	19-ELKHART, ELKHART, IND., 2d & 4th Sun., 2 p. m., McKean hall, 415 Main st.
C. A. Pinney, 7245 Jackson ave., phone Hyde Park 3601....C.	F. L. Cole, 711 Desmond st., Athens, Pa. ....C.	A. C. Brown, 921 Marion St....C.
C. H. Warren, 3003 Calumet ave., Phone Douglas 2988...S.	M. O'Brien, 374 Broad st., Waverly, N. Y. ....S.	H. Brown, 227 La Porte av., South Bend, Ind. ....S.
2-BUFFALO, BUFFALO, N. Y., 1st, 3d & 4th Sun., 2 p. m., Bick's hall, Clinton & Hickory.	11-NEWTON, NEWTON, KAN., 1st & 3d Sun., 2 p. m., K. P. hall.	20-GARFIELD, COLLINGWOOD, O., 1st & 3d Sun., 2 p. m. K. P. hall
A. M. York, 375 William st....C.	H. E. Wertenberg, 208 Allison C. Jno. McCabe, 616 E. 4th st....S.	S. O. Davis.....C
A. Keating, 458 S. Division St. S		R. W. Pierce.....S.
3-ST. LOUIS, ST. LOUIS, MO., 2d & 4th Sun., 1:30 p. m., Anchor hall, cor. Park & Jeff. ave.	12-LACKAWANNA, SCRANTON, PA., 2d & 4th Sun., 2:15 p.m., German I. O. O. F. hall,	21-CRESTON, CRESTON, IA., 2d & 4th Sun., 2 p. m., Potter Post hall, Montgomery st.
E. E. Williams, Kirkwood, Mo. C.	John J. Farrell, box 275....C.	J. F. Lowery, 308 N. Y. av....C.
J. J. Murphy, Webster Groves, Mo. ....S.	S. J. Finerty, 1610 Webster av. Dunmore, Pa. ....S.	J. T. Reynolds, box 112.....S.
Bell Phone, "Webster" 274 A.	P. F. McCann, 308 Wheeler ave.	
4-MARSHALL, OSKALOOSA, IA., 2d & 4th Thur 8 p. m., Engineers hall, 119 W. High ave.	13-UNION, ST. THOMAS, ONT., 2d and 4th Sun., 2 p. m., Masonic hall, 565 Talbot st.	22-MASON CITY, MASON CITY, IA., 1st Sun., 10:30 a. m., 3d Mon., 10:30 a. m.
J. W. Peacock.....C.	Nat. H. Ryan.....C.	G. W. Warner, 714 E. Howard C.
H. McCarthy, 811 So. D. st....S.	Jno. MacKensie.....S.	R. P. Harmon, 134 Vermilya st. S
5-COLLINS, BALTIMORE, MD., 1st & 3d Sun., 2 p. m., hall, Gay & Exeter sts.	14-CLEVELAND, CLEVELAND, O., 2d & 4th Sun., 2 p. m., Pythian Temple, Huron Road S. E.	23-SYLVANIA, TAMAQUA, PA., 1st & 3d Sun. 2 p. m. I.O.O.F. hall
Theo. Shafer, 723 Canton st....C.	E. A. Myers, 2307 Prof. st. S. W. C.	Wallace A. Ingram.....C.
J. M. Kelly, 2015 E. Lombard S.	J. H. Archer, 2323 95th st. S. E. S.	Robt. J. Kantner, lock box 733 S.
F. F. Hoffmeyer, 1731 Wilkins av.		
6-BATTLE CREEK, BATTLE CREEK, MICH., every Tues. 2:30 p.m., K. O.T.M. hall, 18 E. Main	15-STRATFORD, STRATFORD, ONT., 2d & 4th Sun., 2:30 p. m., Societies hall, Downie st.	24-ST. ALBANS, ST. ALBANS, VT., 1st & 3d Sun., 2:30 p. m., Morton's hall, 130 Main st.
N. E. Retallick, 251 E. Main....C.	W. H. Dunbar.....C.	D. T. Church, Ferris st.....C.
M. H. Chadwick, 91 S. Monroe S.	R. T. Buchanan, box 488....S.	J. B. Wiley, 22 Bishop st....S.
7-HOUSTON, HOUSTON, TEX., every Mon., 2 p. m., K. P. hall, cor. Main st. & Prairie ave.	16-LONDON, LONDON, ONT., 1st & 3d Sun., 2:30 p. m., K. P. hall, Corling blk. Richmond st.	25-MAPLE CITY, OGDENSBURG, N. Y., 1st & 3d Sun., 1 p. m., Maccabee hall, Ford st.
T. D. McDonald, 2802 ave. H. Galveston, Texas.....C.	B. W. Bennett, 72 Hamilton Road.....C.	J. J. Williams, 29 Seymour st..C.
R. E. L. Jenkins, hotel Burnett S.	H. J. Heath, Hyde Park, Ont....S.	Jas. Baldwin, 91 Knox st....S.
8-ROCHESTER, ROCHESTER, N. Y., 1st and 3d Sun. 3:00 p. m. Reynolds Arcade hall.	17-TORONTO, TORONTO, ONT., 1st & 3d Sun., 2:30 p. m., Occident Hall, Queen & Bathurst sts.	26-TOLEDO, TOLEDO, O., 2d & 4th Sun., 2:00 p. m., Pythian Castle, cor. Jeff. & Ontario.
G. E. Kerner, 47 Hubbell Pk..C.	W. J. Gray, 95 Kennilworth av. C.	John W. Arnold, 1807 Wayne C.
J. O. Spelman, 83 Clifton st....S.	C. Mitchell, 140 Walmer Road S.	H. O. Wright, 355 Irving st....S.
9-ELMIRA, ELMIRA, N. Y., 2d & 4th Sun., 3 p. m., I. O. O. F. Temple, West Water st.	18-MAGNOLIA, TEMPLE, TEX., every Mon., 2 p. m. I.O.O.F. hall.	27-ARNUM, HAMILTON, ONT., 1st & 3d Sun., 2:30 p. m.
Thomas Lynch, 357 1/2 W. Clinton st.....C.	R. E. Kilpatrick.....C.	A. O. U. W. hall, 24 S. McNab
W. Graniter 460 South Ave. S.	H. W. Smith, 515 N. 1st st....S.	C. H. Illies, 321 S. Caroline st..C.
		A. Cameron, 297 York st....S.
		J. E. Oldfield, 150 S. Catherine st.
		28-CARVER, ATCHISON, KAN., 2d & 4th Sun., 2 p. m., Active hall, 6th and Com'l sts.
		J. J. Kelly, 1101 N. 5th av....C.
		H. P. Mising, 428 S. 4th st....S

29-RANDOLPH, OTTAWA, ONT.
2d & 4th Sun., 2 p. m., Elks
hall, 211 1/2 Wellington st.
A. E. Wright, 625 Somerset st. C.
J. B. Morris, 605 Bronson av. S.

30-OZARK, SPRINGFIELD, MO.
1st & 3d Tues., 2 p. m., K. P.
hall, 220 Commercial st.
E. O. Davis, Jefferson & High
sts. C.
L. F. Crutcher, 1418 Benton S.

31-STAR, BURLINGTON, IOWA, 1st
& 3d Sun. 2:15 p. m. Elks' hall.
J. P. O'Keefe, 1003 Summer.
C. R. W. Robinson, 126 Marietta S.

32-KEYSTONE, MEADVILLE, PA.
every Sun. 2 p. m., I. O. O. F. hall.
M. Haugh 117 Mead ave. C.
S. Purple, 1014 Water st. S.

33-CLINTON, CLINTON, IOWA, 1st
& 3d Mon., 2 p. m., K. P. hall.
Wm. Dorman, 805 Stockholm C.
N. J. Oakes, 411 Eighth Ave. S.
G. H. Steele, 742 Stockholm st.

34-BOONE, BOONE, IA. 2d Mon.,
9:00 a. m., 4th Mon. 1:30 p.
m., K. P. hall.
S. M. Wooster. C.
Geo. Dodge, 1212 Benton st. S.
W. B. Parkin.

35-NORTH PLATTE, NORTH
PLATTE, NEB., 2d & 4th Mon.,
2:00 p. m., K. P. hall.
A. C. Howard. C.
F. W. Rincher, box 205. S.

36-ARKANSAS VALLEY, PUEBLO,
COLO., 3d Sun., 2:30 p. m., K.
P. hall, cor. Main & 2d st.
J. E. Collins, 2014 St. Clair st. C.
W. P. Hastings, care Crews &
Beggs Dry Goods Co. S.

37-DELAWARE, PHILLIPSBURG,
N. J., 1st & 3d Sun., 2 p. m.,
Ortygia hall, Hanover st.
David W. Sliker, 558 S. Main. C.
Calvin Fishbaugh, 55 Bennett S.

38-DES MOINES, DES MOINES,
IA., 1st & 3d Sun., 10 a. m.,
I. O. O. F. hall, 615 Locust st.
N. McGrath, 1040 22d st. C.
J. C. Walker 418 4th st. S.

39-HANNIBAL, HANNIBAL, MO.,
1st & 3d Sun., 2:30 p. m.,
K. P. hall No. 5, 6th & Bdw.
J. E. Helbing, 809 1/2 Bdw. C.
J. J. Smith, 116 s. 7th st. S.

40-ST. PAUL, ST. PAUL, MINN. 1st
& 3d Sun., 3 p. m., K. of C. hall,
bet. 6th & 7th sts.
W. J. McMillan, 340 Dale st. C.
H. A. Baxter, 352 Moore Blk. S.

41-MAJOR MORRIS, BLUE ISLAND,
ILL., 2d & 4th Sun., 10 a. m.,
Masonic hall.
E. B. Morrill, 217 York st. C.
E. W. Dee, 7509 Goldsmith av.
Chicago, Ill. S.

42-TRENTON, TRENTON, MO., 1st
& 3d Sun. 2 p. m., I. O. O. F. hall.
O. F. Young, 710 Prospect st. C.
H. Ginn, 401 Cedar st. S.

43-CENTRAL, E. SYRACUSE, N. Y.,
1st & 3d Sun., 2:30 p. m., 2d
& 4th Mon., 8 p. m. Worden hall.
Wm. Wilcox. C.
M. E. Satt. S.
P. S. Aylward.

44-DENVER, DENVER, COLO.,
every Sun. 2 p. m., I. O. O. F.
hall, 1543 Champa st.
W. S. McFarland, 339 S. 13th. C.
F. D. Elliott, Columbia Hotel. S.

45-CHAPMAN, ONEONTA, N. Y.,
1st and 3d Sun., 2 30 p. m.
K. C. hall, Main st.
F. W. Miller, 17 River st. C.
W. Murray, 10 Fair st. S.
R. V. Humphrey, 1 Hunt st.

46-MILWAUKEE MILWAUKEE,
Wis., 1st & 3d Sun., 2 p. m. I.
O. O. F. hall, 408 Grand ave.
F. J. Vebber, 372 Hanover st. C.
N. Watkins, 1st Nat'l Bank S.

47-NORTH STAR, WINNIPEG,
MAN. 2d & 4th Sun., 14:30,
Friendship hall.
A. McMartin, 258 Selkirk ave. C.
D. G. McKay, 250 Spence st. S.

48-DETROIT, DETROIT, MICH. 1st
& 3d Sun., 2 p. m., Golden hall,
C. A. Brodie, Lathrop Apart-
ments, Fort st. C.
W. H. McAlister, 191 Farns-
worth ave. S.

49-MOBERLY, MOBERLY, MO., 2d
& 4th Sun. 2 p. m. Rothwell blk
L. E. Jones. C.
Wm. McAllister. S.

50-HARTFORD, HARTFORD, CONN.
2nd Sun. 2 p. m. K. P. Hall,
No. 11 Central Row.
C. S. Brigham, 10 Belden st. C.
C. H. Curriess, 78 Summer st.,
Bristol, Conn. S.

51-TYRONE, TYRONE, PA., 1st
Mon. in July, 1st Sat. in Aug.
and so on in alt. months, 7:30
p. m., G. A. R. hall.
H. L. Chaney, Bald Eagle av. C.
Jas. T. Owens. S.
T. S. Minary, Lock Haven, Pa.

52-NEVERSINK, PORT JERVIS, N.Y.
2d & 4th Sun., 1 p. m. K.P.hall.
A. T. Perry. C.
T. E. Gray, 69 Ball st. S.

53-LONE STAR, DENISON, TEX.,
2d & 4th Sun., 2 p. m., O. R. C.
hall, Main st.
M. S. Barton, 507 W. Chestnut C.
R. T. Arthur, 700 W. Owings. S.

54-NEW YORK CITY, NEW YORK,
N. Y., 1st & 3d Sun., 1:30
p. m., 155 E. 58th st.
Wm. A. Horn, 427 E. 158th. C.
C. F. Heisman, 609 Van Buren
st., Brooklyn, N. Y. S.

55-KAW VALLEY KANSAS CITY,
MO., every Mon., 2 p. m., Arling-
ton hall, 10th & Walnut st.
H. M. Marshall, 1215 Forest. C.
Geo. W. Rose, 305 Ord st. S.

56-Z. C. PRIEST, ALBANY, N. Y.,
1st Sun. 7:30 p. m. 3d Sun.,
2:30 p. m., 50 State st.
M. D. Ikenhoffer, 207 Green. C.
C. M. C. Kelley, 55 Garden st.
Kingston, N. Y. S.

57-EVERGREEN, FORT WORTH,
TEX., Mon. Jan. 14, Feb. 4-25,
Mch. 18, Apr. 8-29, May 20,
June 10, July 1-22, Wed. Jan.
23, Mch. 27, May 29, June 19,
A. O. U. W. hall, cor Main & 4th
J. A. Starling, 5th & Main, Dallas
News office. C.
M. S. Bogert, 222 Broadway. S.

58-VALLEY CITY, CEDAR RAPIDS,
IA., 2nd & 4th Sun., 2:30 p. m.,
422 2nd ave.
W. D. Francis, 1610 2d Ave. C.
G. Root 116 2d ave. S.

59-ALAMO, TEXARKANA, ARK.,
1st & 3d Tues., 8 p. m., Shup-
trine hall 222 1/2 E. Broad st.
C. H. Moss, 220 W. 13th st., Tex-
arkana, Tex. C.
C. R. Johnson, box 85. S.

60-QUEEN CITY, SEDALIA, MO.,
1st & 3d Sun., 2 p. m., K. P.
hall, 114 E 5th st.
C. E. Whitney, 916 S. Vermont C.
J. W. Mallory, 316 Ohio st. S.
O. E. Parsons, Probate Court.

61-LA CROSSE, LA CROSSE, WIS.
1st & 3d Sun. 2 30 p. m.,
K. P. hall, 715 Rose st.
W. A. Cutting, 317 W. av. N. C.
E. A. Sloane, postoffice. S.

62-TRIUMPH, NEWPORT, Vt., 3d
Sun., 9 a. m., Lane's Block.
John McEwen. C.
C. L. Hayes, box 58. S.

63-SAN JUAN, DURANGO, COLO.,
4th Sun., 8 p. m., K. P. hall.
J. S. Phenev, 542 4th ave. C.
B. Gogarty, 1115 4th ave. S.
I. J. Lyons, 833 4th ave.

64-ERIE, ERIE, PA., 1st & 3d
Sun., 2:30 p. m., 1220 State st.
M. W. Kuehling, 660 E. 19th. C.
Jos. Helterline, 809 E. 18th st. S.
T. F. Fismaurice, 229 E. 8th st.

65-CAMPBELL'S LEDGE, PITTS-
TON, PA., 1st & 3d Sun., 2:30
p. m., Booth hall, S. Main st.
F. C. Brown, 470 N. Main st. C.
D. W. Howell, 39 Montgomery
st., W. Pittston, Pa. S.

66-PINE TREE, PORTLAND, ME.,
3d Sun., 2 p. m., Rossini hall,
E. J. Jeffrey, Somersworth, N.
H., 22 Grove st. C.
W. Sprague, 810 Congress st. S.

67-WATERLOO, WATERLOO, IA.,
1st Sun. 2:30 p. m., 3d Sun.,
9:30 a. m., hall Haffa building,
1009 4th st.
G. D. Kelly, 312 E. 2nd st. C.
H. G. Searles, 421 Argyle st. S.
Pat Joyce, 510 Logan ave.

68-BARABOO, BARABOO, WIS. 1st
& 3d Sun. 2 p. m., B. L. E. hall,
H. G. Gropp, 818 Oak st. C.
J. Tillotson, 100 1st st. S.

69-EL PASO, EL PASO, TEX. ev'ry
Sat. 2:00 p. m., O. R. C. hall
W. B. Green, box 546. C.
G. H. Aiken, box 455. S.

70-MONTEZUMA, EAST LAS VEGAS
N. M., every Wed., 7:30 p.
m. Fraternal Brotherhood hall.
A. P. Gatchell, 920 5th st. C.
J. M. Leseney, 924 4th st. S.

71-CHATTahoochee, COLUMBUS,
GA., 1st & 3d Mon., 7:30 p. m.,
N. E. Cor. Brd. & 11th sts.
R. F. Jones, 413 12th st. C.
G. W. Chisley, 1140 5th Ave.
Hot Springs, Ark. S.

72-FARGO, JAMESTOWN, N. D. 2d
& 4th Sun. 2:30 p. m. Scandia hall
Robt Tufts, Moorehead Minn.,
box 335. C.
E. J. Knowles, 229 3d av. S. S.

73-ASHTABULA, ASHTABULA, O.
1st & 3d Sun., 2:30 p. m., O. R.
G. hall, Tyler Block,
V. P. Harvey, 56 Fisk st. C.
F. N. Johnson, 7 Cornell st. S.

74-HENWOOD, DECATUR, ILL.
1st Sun. 9:30 a. m. & 3d
Sun. 2:30 p. m. K. P. hall.
D. E. Bump, 420 E. Marietta. C.
J. B. Oldridge, 1247 E. Eldora-
do st. S.

75-Mt. ROYAL, MONTREAL, QUE.,
2d & 1st Mon., 1:30 p. m.,
Unity hall.
P. Connors, 1552 St. Denis st. C.
T. Anderson, 50 Charton st. S.

76-SAN ANTONIO, SAN ANTONIO,
TEX. ev'ry Sat. 3 p. m. K. P. hall
Jno. Bollons, 505 Goliad st. C.
W. A. Shafer, box 313. S.

77-PALESTINE, PALESTINE, TEX.,
every Sat., 2:30 p. m., K. P.
hall, Main st.
G. L. Russ. C.
J. P. Frank, 617 Tenn. ave. S.

78-ROBINSON, SAVANNA, ILL.,
2d & 4th Sun., 2:30 p. m., En-
gineers hall.
S. J. Harry. C.
Carl Schoen. S.

79-PEORIA, PEORIA, ILL., 2d & 4th Sun., 10 a. m., Observatory Building, Oak hall 4th floor.
W. W. Carroll, 115 Frye ave. C. J. R. Nelson, 317 Morgan st. S.

80-WEST FARNHAM, MONTREAL, P. Q., 3d Sun., 2 p. m., 392 Lagachetere st.
J. H. Sheldon, Newport, Vt. C. E. Barnes, Newport, Vt. S.

81-FRIENDSHIP, BEARDSTOWN, ILL., 2d Mon., 4th Tues., 7:30 p. m., G. A. R. hall, Main st. C. C. Parker S.
F. L. Gibbs, box 621 S.

82-DURBIN, MADISON, WIS., 2d Sun., 3 p. m., Brown blk. D. M. Fitzgerald, Park Hotel. C. J. M. Usher, 209 S. Broom st. S.

83-GALESBURG, GALESBURG, ILL., 1st Sat., 7:30 p. m., 3d & 5th Sun., 2:30 p. m., K. P. hall 61 S. Cherry st.
Chas. Stofft, 495 Monmouth Bl. C. E. Smith, 1054 E. Brooks st. S. O. N. Marshall, 193 N. Kellogg.

84-PERRY, PERRY, IA., every Sat. 2:30 p. m. A. O. U. W. hall F. S. Craig S.
H. P. Ward S.

85-AZTEC, WINSLOW, ARIZ., every Mon., 2 p. m., Wood's hall.
W. R. King S.
W. A. Ensign, box EE S.

86-DELTA, ESCANABA, MICH., 1st & 3d Sun., 2:00 p. m., I. O. O. F. hall, 113 N. Charlotte st. A. Hinson, 322 N. Oak S.
E. H. Gibbs, 617 Jennie st. S.

87-BLOOMINGTON, BLOOMINGTON, ILL., every alternate Sun. 2 p. m., Jacoby hall, N. Main st. T. B. Foster, 1303 N. Lee S.
A. A. Reich, 204 W. Graham S.

88-ENNIS, ENNIS, TEX., every Tues., 8 p. m., K. P. hall.
O. L. Backaloupe S.
Cecil Faris S.

89-MONON, LOUISVILLE, KY., every Sun., 9:30 a. m., New Masonic Temple 4th & Chestnut sts.
W. H. Wilson, 1725 22d st. C. S. M. Lawrence, Jeffersonville, Ind. box 84 R. Rte. No. 1 S.

90-WASBECA, WASBECA, MINN., 1st and 3d Sun., 2 p. m., A. O. U. W. hall, Main st.
E. W. Clark, Winona, Minn., Schlitz hotel. C.
E. A. Hutchinson, box 117 S.

91-MT. HOOD, PORTLAND, ORE., 2d & 4th Sun., 2 p. m., K. P. hall, 11th & Alder sts.
E. B. Coman, 186 N. 18th st. C. E. A. Clem, 300 Hawthorne av. S.

92-TERRA HAUTE, TERRA HAUTE, IND., 1st & 3d Sun., 10 a. m., Swope bldg., 7th & Ohio sts. C. H. Wilbert, 104 E. Logan st. Brazil, Ind. C.
C. H. Boyd, 1540 2d ave. S.

93-FT. DODGE, FT. DODGE, IA., 4th Sun., 10 a. m., Redmen's hall J. E. Langlois, 702 3rd ave N. C. G. W. McDonald, 510 4th ave. South S.

94-GEO. C. CORNWALL, WINNEMUCCA, NEV., 1st & 3d Tues., 2 p. m., Silver State hall.
L. Street C.
H. M. Leonard, box 29 S.

95-HARVEY, MCCOOK, NEB., 2d & 4th Sun., 3 p. m., R. L. Diamond hall, 112 W. Denison st. J. Hegenberger S.
M. O. McClure S.
H. A. Beak S.

96-BELKNAP, AURORA, ILL., 1st & 3d Sun. 3 p. m. 8-10 S. B'dway. C. A. Walter, box 30, Downers Grove, Ill. C.
J. H. James, 519 Pearl st. S
Thos. Flynn, 279 Grant st.

97-ROODHOUSE, ROODHOUSE ILL., 2d & 4th Sat., 1:30 p. m., Odd Fellows hall.
S. M. Drake S.
E. S. Nichols, box 848 S.

98-MONTGOMERY, MONTGOMERY, ALA., alternate Mon., com. Jan. 7, '07, 9:30 a. m., K. P. hall. A. P. Brock, 623 Mildred st. C. J. C. Elliott, 325 Catoma st. S.

99-MONTEVIDEO, MONTEVIDEO, MINN., 2d & 4th Sun., 2:30 p. m., A. O. U. W. hall.
Geo. Eastman S.
J. B. Mullen S.

100-HOLLINGSWORTH, COLUMBUS, OHIO, 1st & 3d Sun., 2 p. m., K. P. hall, Main & 3d. F. G. Hunt, 326 Cleveland ave. C. Wm. Hite, 1237 Summit st. S.

101-MATTOON, MATTOON, ILL., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall.
F. B. Helmer, 1417 Wabash C. F. S. Thomas, box 274 S.

102-OATLEY, GRAND RAPIDS, MICH., 2d & 4th Sun., 10 a. m., K. P. hall, Majestic Theatre bldg.
W. W. Drew, 1022 5th ave. C. Geo. Lane, 221 12th av. S.

103-INDIANAPOLIS, INDIANAPOLIS, IND., 1st & 3d Sun., 2 p. m., O. R. C. hall, J. H. Burnell, 203 Tacoma av. C. H. E. Joslin, 6 Walcott st. S.

104-MILLARD, MIDDLETOWN, N. Y., 1st Sun., 2 p. m., Times bldg., cor. King & Center sta. A. E. Jones, 218 3d st., Union Hill, N. J. C.
Wm. Faulstich, 18 Benton av. S.

105-R. E. HARRIS, MERIDIAN, MISS., every Sun., 3 p. m., Rosebaum bldg., 4th st. & 23d av. R. L. Muntlyn, 800 35th ave. C. Frank Hull, 925 35th ave. S.

106-ROCK ISLAND, ROCK ISLAND, ILL., every Mon., 9:30 a. m., Engineers hall.
I. Rife, Silvis, Ill. C.
M. F. Archer, 2212 6th ave., Moline, Ill. S.

107-CINCINNATI, CINCINNATI, O., 2d & 4th Sun., 9:30 a. m., Richeleu hall, 9th and Plum. O. A. Haley, Ludlow, Ky. C.
L. B. Grannen, bx. 265 Glendale, O. S.

108-CRESCENT CITY, NEW ORLEANS, LA., 1st & 3d Mon., 11 a. m., I. O. O. F. hall, Camp st. T. J. Jewett, 611 St. Charles C. M. A. Smith, 1119 Dante st. S.

109-CRAWFORD, GALION, OHIO, every Mon., 7:30 p. m., O. R. C. hall, Main st.
W. S. Brumbaugh, E. Main st. C. H. E. Zimmerman, 341 S. Union S.

110-LOGAN, LOGANSPOUT, IND., 2d & 4th Sun., 2 p. m., Ben Hur hall, 4th & Broadway. John Hunter, 623 1/2 Miami av. C. F. C. Murphy, 1630 High st. S.

111-LOS ANGELES, LOS ANGELES, CAL., 1st & 3d Sat., 8 p. m., I. O. O. F. hall, 220 1/2 S. Main W. J. McClurkin, 513 Solano C. M. J. Horton, 127 W. 33d st. S.

112-CENTRALIA, CENTRALIA, ILL., 2d & 4th Mon., 7:30 p. m., I. O. O. F. hall.
F. H. Cogswell, 226 N. Poplar C. J. L. Davis, 334 S. Poplar st. S.

113-BOWER CITY, CHICAGO, ILL., 2d Tues., 1:00 p. m., 4th Tues., 9:30 a. m., 5th floor Northwest hotel, Wells & Kinzie sts. J. P. Sughrua, Nunda, Ill. C. G. F. Sprague, 2319 Hermitage ave. S.

114-R. B. HAWKINS, PITTSBURG, PA., 1st Sun., 10 a. m., 3d Sun., 1 p. m., Wabash Depot hall, Liberty ave. & Ferry st. 9th fl. S. R. Turner, 7031 Bennett st. C. G. E. Vance, 1309 11th st., Altoona, Pa. S.

115-EL CAPITAN, SAN FRANCISCO, CAL., 2d & 4th Sat., 8 p. m., Calumet hall, 240 Golden Gate Ave.
J. G. Saxton, Sausalito, Cal. C. Thos. Billingslea, 2610 Lombard st. S.

116-TYLER, TYLER, TEX., 2d & 4th Sun., 1 p. m., Maccabees' hall, E. side square.
W. R. Summerville, 318 E. Ferguson st. C.
F. A. Curtis, 500 W. Baw st. S.

117-MINNEAPOLIS, MINNEAPOLIS, MINN., 2d & 4th Sun., 2:30 p. m., 243 Nicollet ave., 3rd floor. C. R. Langan, 2741 Fremont ave. S.
Geo. M. Miles, 2106 3rd Ave. So. S.

118-I. I. I., KANKAKEE, ILL., 2d & 4th Sun., 9:30 a. m., K. P. Castle hall, East ave. Wm. H. Harris, 65 Cleveland C. Geo. B. Seis, 106 Station st. S.

119-WAYNE, FT. WAYNE, IND., every Sun., 2:15 p. m., O. R. C. hall, 918 Calhoun st.
C. T. Matott, 1305 Horace st. C. T. P. McArdle, 234 E. DeWald S.

120-ATLANTIC, HUNTINGTON IND., every Sun., 2:30 p. m., O. R. C. cor. Market & Jeff. sta. T. F. Gogerty, 82 E. Market C. J. C. Hullinger, 98 Warren st. S.

121-HURON, HURON, S. D., 2d & 4th Sun., 10:30 a. m., Elks hall. M. H. Markey, 419 Beach st. C. John J. Greene, 265 Iowa st. S. E. E. Given, 377 Montana st.

122-BOSTON, BOSTON, MASS., 3d Sun., 2 p. m., John Winthrop hall, 446 Tremont st. Rm. 276 J. F. O'Donnell, 3 Burroughs Pl. C. C. D. Baker, 23 Benedict st., Somerville, Mass. S.

123-MACON, MACON, GA., 1st & 3d Sun., 2 p. m., 408 Poplar st. H. Dickinson, 408 Poplar st. C. A. N. Kendrick, 408 Poplar st. S.

124-WASATCH, OGDEN, UTAH, 2d & 4th Fri., 2:30 p. m., K. P. hall, cor. 24th st. Wash. ave. Geo. Allen, 3369 Wash. ave. C. D. L. Boyle, 2618 Lincoln av. S.

125-FRIENDLY HAND, PERU, IND., every Sun., 10:30 a. m., Red Men's Hall, Post Office blk. W. H. Ladin, 568 W. 3d st. C. E. E. Smith, 557 W. Main st. S.

126-OMAHA, OMAHA, NEBR., 1st & 3d Sun., 2 p. m., Barights hall, 19th & Farnam. G. T. Joslin, 302 N. 2d st. Council Bluffs, Ia. C.
A. Hysbren, 2211 Grant st. Phone Douglas 6249 S.

127-JAY GOULD, DANVILLE, ILL.
1st & 3d Sun., 2 p. m., I. O. O.
F. hall, Vermillion st.
Wm. S. Drover, 211 W. Wil-
liam st. C.
Wm. Stevenson, 11 Park st. S.

128 - CHEYENNE, CHEYENNE,
Wyo., 1st & 3d Mon., 2 p. m.,
K. P. hall, 312½ W. 17th.
J. N. Marks, 2019 Eddy st. C.
F. W. Munn, 1717 Ferguson st S.
W. A. Mills, 2115 House st.

129-HALLSTAD, HALLSTAD, PA.
2d Sun. & 4th Mon., 2 p. m.,
Clune hall.
Ed Stack S.
L. G. Wilcox S.

130-STADACONA, LEVIS, P. Q.
2d Friday & 4th Sun. 2 p. m.
Artisans hall.
I. Bouthilliet. C.
L. Gingras, Etchemin Bridge,
Etchemin, P. Q. S.

131-LITTLE ROCK, LITTLE ROCK,
ARK., every Mon., 2:30 p. m.,
O. R. C. hall, 1000 W. Markham
Jas. G. Kirk, 900 W. Mark-
ham st. C.
J. S. Barkman, lock box 346. S.

132-SALIDA, SALIDA, COLO., 2d &
4th Sun., 2 p. m., K. P. hall.
M. J. Guerin. C.
A. L. Paul. S.

133-BOWLING GREEN, BOWLING
GREEN, KY., 1st & 3d Mon. &
2d & 4th Tues., 7 p. m., Main
& Adams st.
A. C. Wyat, 138 Woodford st. C.
E. Davis, Clay st. S.

134-BELLEVUE, BELLEVUE, O.
1st, 2d and 3d Mon., & 4th Sun.
2 p. m., K. P. hall.
Thomas Connors C.
L. C. Brown, box 177 S.

135-ROCK CITY, NASHVILLE
TENN., 1st & 3d Sun., 1:30
p. m., Ash & 3d ave. S.
R. T. Allen, 914 S. High st. C.
F. Phelps, 1028 3d ave. S. S.

136-ASETON, HUNTINGTON,
W. VA., 1st & 3d Sun., 2 p. m.,
hall cor. 9th st. & 4th ave.
J. W. Davis, 926 6th ave. C.
D. J. Moore, 923 7th ave. S.

137-OSAWATOMIE, OSAWATOMIE,
KAN., 1st & 3d Sat., 2:30 p. m.,
A. O. U. W. hall.
T. W. Collins C.
T. A. Ling. S.

138-BRITTON GARRETT, IND. ev'y
Sun. 2 p. m., Redmen's hall.
W. C. Gingly C.
J. F. Heffner S.

139 - STANTON, KNOXVILLE,
TENN., every Mon., 9:30
a. m., French & Robert bldg.
T. J. Thomas, 148 Hinton st. C.
J. W. Beahard, 407 W. Depot
ave. S.

140-NEW RIVER, HINTON, W. VA.,
2d & 4th Sun., 2 p. m.,
Manhattan hall
S. B. Hamer C.
J. F. Smith S.
F. L. Cox.

141-ST. JOSEPH, ST. JOSEPH,
MO., 2d & 4th Sun., 2 p. m.,
I. O. O. F. 7th & Charles ste.
W. J. Koerner, 315 Market st. C.
G. M. Riggins, 1801 Savannah. S.

142-LARAMIE, RAWLINS, WYO. 1st
& 3d Wed. 2 p. m., K. P. hall.
Geo. B. Lear, box 76. C.
R. L. Cusack box 3081 S.

143-DAUPHIN, HARRISBURG, PA.
1st & 3d Sun., 1:30 p. m.,
Shutsenbaugh's hall.
T. J. Haley, 1253 Swatara st. C.
Geo. I. Wood, 1624 No. 3d st. S.
Alex H. Eastright, 531 Peffer st.

144-DERRY, DERRY STATION, PA.
1st & 3d Sun., 1:30 p. m., I. O.
O. F. hall, Chestnut st.
P. E. Crum C.
W. J. Dodson, box 373 S.

145-NICKEL PLATE, CONNEAUT,
O., 2d & 4th Sun., 2 p. m.,
G. A. R. hall, Main st.
W. E. Peters, 453 State st. C.
Chas. Shearston, 508 State st. S.

146-E. A. SMITH, FITCHBURG,
MASS., 1st Sun., 1:30 p. m., 3d
Sun., 7:30 p. m., K. of H. hall.
A. E. Blanchard, 26 Burnhap. C.
C. L. Stone, 126 North st. S.

147-EASTON, EASTON, PA., 2d &
4th Sun., 2 p. m., G. A. R. hall.
Philip Warner, 138 St. Joseph. C.
E. Sunderland, 35 N. Warren. S.

148-LOOKOUT, CHATTANOOGA,
TENN., 1st & 3d Sun., 2 p. m.,
Stong's hall, 224 Montg'ry av.
Taylor Williams, 406 Saint
Charles st. C.
R. B. Siegall, C. N. O. & T. P.
yard office. S.

149-JACKSON, JACKSON, TENN.,
every Sat. 7:30 p. m. Elks' hall.
H. P. McNeil, 134 Grand ave. C.
G. B. Harris, 202 Poplar st. S.

150-KINCAID, UTICA, N. Y., 2d
& 4th Sun., 1 p. m., Arcanum
Temple, Devereux st.
E. A. Anable, 715 Mary st. C.
F. N. Gates, 42 Hicks st. S.

151-TWO RIVERS, MONETT, MO.
every Mon., 2:30 p. m., Masonic
hall.
W. H. Shipley, box 105. C.
S. C. Horn, box 163 S.

152-RICHMOND, RICHMOND, VA.,
1st & 3d Sun., 2 p. m., Fra-
ternal hall, 215 W. Broad st.
H. C. King, 1017 W. Clay st. C.
W. L. Harris, 2718 E. Grace st. S.

153-MAUCH CHUNK, MAUCH
CHUNK, PA., 2d & 4th Sun., 2
p. m., I. O. O. F. Temple.
F. W. Lower, 417 Centre st. C.
E. Mumbower, 412 Centre st. S.

154-BINGHAMTON, BINGHAMTON,
N. Y., 3d Sun., 3 p. m., 299
Chenango st. I. O. O. F. hall
T. L. Vanaman, 9 Sturgis st. C.
W. E. Carpenter, 274 Chenango S.

155-SYRACUSE, SYRACUSE, N. Y.,
1st & 3d Sun., 2:30 p. m., Elks'
hall, 115 S. Salina st.
C. H. Stephens, 100 Massena st. C.
J. W. Bates, 395 Orange st.,
Albany, N. Y. S.

156-PENNSYLVANIA, CARBON-
DALE, PA., 2d & 4th Sun., 3:00
p. m., J. O. O. F. hall.
W. F. Peel, 108 Wyoming st. C.
O. H. Lojms, 50 7th ave. S.

157-NEW ENGLAND, BOSTON,
MASS., 4th Sun., 10:45 a. m.,
Elks' hall, 24 Hayward pl.
H. L. Austin, 885 Stoughton
ave., Readville, Mass. C.
C. W. Merrill, 29 Evergreen st.
Roxbury, Mass. S.

158-BROAD TOP, HUNTINGDON,
PA., 1st Sat. 7:45 p. m., 3d Sun.
2:30 p. m., I. O. O. F. hall.
O. M. Reed. C.
L. A. Morningstar, 611 Wash-
ington st. S.

159-CITY OF MEXICO, CITY OF
MEXICO, MEXICO, every Sun.,
2 p. m., Masonic hall, Puerta
Falsa de San Andres No. 8½
J. H. Brohaska, Apartado 1406. C.
W. A. White, Apartado 1406. S.

160-WYOMING VALLEY, WILKES-
BARRE, PA., 2d & 4th Sun.,
2 p. m., I. O. O. F. hall.
W. W. Marsden, 86 Lincoln st. C.
J. H. Keithline, 267 E. South st. S.

161-PARSONS, PARSONS, KAN.,
every Sun., 2:30 p. m., O. R.
C. hall, 1904½ Broadway.
B. L. Taft, 1510 Forest ave. C.
C. B. Fessenden. S.

162-WEST PHILADELPHIA, PHIL-
ADELPHIA, PA., 2d Thur. 8 p. m.
4th Sun., 2 p. m., 1414 Arch st.
John J. Breen, 3227 Locust st. C.
B. W. Rulon, 1837 Huntingdon
st. S.

163-OIL CITY, OIL CITY, PA.,
2d & 4th Sun., 2 p. m., Sav-
ings Bank Building.
Isaac Heiman, 806 E. 2d st. C.
J. W. Baughman, 804 E. 3d st. S.

164-EAGLE GROVE, EAGLE
GROVE, IA., 2d & 4th Sun.,
2:30 p. m., Masonic Temple.
Geo. H. Trainer, box 570. C.
W. R. Hammond, box 835. S.

165-Ft. SCOTT, Ft. SCOTT, KAN.,
1st & 3d Sun. 2 p. m., I. O. O. F.
hall, 10 Scott ave.
R. Williams, 123 N. Barber. C.
L. M. Allen, 510 Hill st. S.

166-LICKING, NEWARK, O.
1st & 3d Sun., 2 p. m., 17½ S.
Park Place.
F. M. Harris, 69 E. Church st. C.
J. S. Woodward, 162 Elmwood. S.

167-FRONTIER CITY, OSWEGO,
N. Y., 2d & 4th Sun., 2:30
p. m., Maccabees hall.
W. A. Strong, 165 W. 6th st. C.
G. A. Sholey, 187 W. 8th st. S.

168-JERSEY SHORE, JERSEY
SHORE, PA., 1st & 3d Sun.,
2 p. m., Miller blk. Allighney st.
J. A. Peterson, Vilas, Pa. C.
O. L. Herman, lock box 14,
Vilas, Pa. S.

169-NEPTUNE, JERSEY CITY, N.
J., 2d Sun. & 4th Mon. 2 p. m.,
Elks' hall, Henderson & York
T. Delteure, 59 Mercer st. C.
W. C. Knowles, 107 Grand St. S.

170-CAMDEN, CAMDEN, N. J.,
1st & 3d Sun., 1:30 p. m., Wel-
come hall, 104 Bd. w.
J. T. Mason, 60 W. Chestnut
ave., Merchantville, N. J. C.
Harry Hewitt, lock box 235. S.

171-THOS. DICKSON, MECHAN-
ICSVILLE, N. Y., 1st & 3d Sun.,
1 p. m., I. O. O. F. hall 2d ave.
T. J. Holloran, 149 5th ave. C.
T. J. McInerney, 124 3d av. S.

172-MOUNTAIN CITY, ALTOONA,
PA., 2d Sun., 2 p. m., 4th Sun.,
7:30 p. m., Ramey hall.
John W. Rutter, 712 6th st. C.
Wm. Bowen, Conemaugh, Pa.,
box 97. S.

173-LONG PINE, CHADRON, NEB.,
1st & 3d Sun. 2 p. m., I. O. O. F.
hall.
E. L. Godsall. C.
F. L. Skalinder, box 412. S.
A. M. Wright.

174-EUREKA, PATERSON, N. J., 3d Sun., 9:30 a. m. Ash bldg. 180 Market st.
J. D. Henion, N. Paterson, N. J. C. W. O. Stiles, Ridgfield Park, N. J., Bergen Co. S.

175-MEMPHIS, MEMPHIS, TENN., every Sun., 2 p. m., I. O. O. F. building, N. Court & Main.
L. G. Jones, 302 McLemore av. C. J. T. LaBell, 779 N. Manassas. S.

176-CORNING, CORNING, N. Y., 1st & 3d Sun., 2 p. m., Red Men's hall, over 19 E. Market
R. E. Maleady, 63 W. 1st st. C. D. Kelliher, 180 W. 2d st. S.

177-ALLIANCE, ALLIANCE, O., 1st Sun., 1 p. m., K. O. T. M. hall
F. W. Johnson, E. Market st. C. M. R. Mathews, 41 Geiger av. S.

178-GREAT NORTHERN, GRAND FORKS, N. D., 3d Sun., 8:30 p. m., I. O. O. F. hall.
J. M. Cooper, 12 Chestnut st. C. W. A. Stewart. S.

179-TOPEKA, TOPEKA, KAN., 2d & 4th Sun. 2 p. m. A. O. U. W. hall, cor. 6th & Jackson sts.
Richard Wilson, 325 Klein st. C. C. A. Horn, 221 Lake st. S.

180-ATLANTA, ATLANTA, GA., every Sun. 2 p. m. 574 E. Hunter st.
H. M. Patton, 269 Clark st. C. E. A. Warwick, 314 W. Alabama st. S.

181-CHILLICOTHE, CHILLICOTHE, O., 1st & 3d Sun. 2 p. m., O. R. C. hall Merka blk.
A. K. Cleveland, 164 Bridge. C. T. J. Hickey, 573 E. 4th st. S.

182-WOLVERINE, JACKSON, MICH., Alt. Sun. 2:30 p. m., B. of L. E. hall, Webb Bldg.
S. Frounfelker, 819 S. Milwaukee st. C. G. B. Grisold, 224 S. Pleasant st. S.

183-KNOBLEY, CUMBERLAND, MD., 2d Tues. & 4th Sun., 1:30 p. m., White's hall.
C. E. Savage, Keyser, W. Va. C. L. W. McNemar, 175 Seymour S.

184-BLUE RIDGE, CLIFTON FORGE, VA., 1st Mon. 7:30 p. m. 3d Wed., 2 p. m., Masonic hall.
W. T. Morris. C. J. E. Driscoll, box 302. S.

185-LANIER, SELMA, ALA., 1st & 3d Sun., 2 p. m., I. O. O. F. hall.
J. C. Austin, 92 Water St. C.

186-BIRMINGHAM, BIRMINGHAM, ALA., 2d & 4th Sun., 1:30 p. m., 2021 3d ave., 3d floor.
R. W. Conley, 2212 6th ave. C. W. G. Thomas, 1719 ave. "G". S.

187-SUNBURY, SUNBURY, PA., 2d & 4th Sun. 2 p. m., Guyer's hall, Market & 3d st.
Wm. E. Hockenbroch. C. S. Geasey, 125 Awt st. S.

188-STANBERRY, STANBERRY, MO., 4th Sun., 2 p. m., K. P. hall.
M. Ward. C. F. H. Hecox. S. J. C. Besinger.

189-FRONTIER, SARNIA, ONT., 1st & 3d Tues., 7:30 p. m., I. O. O. F. hall.
J. Vicary, Tunnel P. O. C. H. Bell, Tunnel P. O. S.

190-GRAFTON, GRAFTON, W. VA., 1st & 3d Sun., 2 p. m., K. P. hall
M. M. Patton, 12 E. Wilford st. C. J. C. Duffy, 120 W. Washington st. S.

191-YELLOWSTONE, GLENDIVE, MONT., 1st & 3d Wed., 2 p. m., Masonic hall.
D. C. Maxwell. C. A. E. Anderson, box 268. S.

192-EAST SAGINAW, EAST SAGINAW, MICH., 2d & 4th Sun., 10 a. m., Myrtle hall, Potter st.
L. J. Knickerbocker, 649 Howard st., Detroit, Mich. C. B. Langtree, 516 N. Franklin. S.

193-BUCYRUS, BUCYRUS, O., 1st & 3d Sun., 2 p. m., Opera house.
W. H. Miller, 611 E. Warren st. C. D. W. Young, 519 Prospect st. S.

194-BROOKFIELD, BROOKFIELD, MO., meets 1st & 3d Sun., 2 p. m., O. R. C. hall.
M. Garvey. C. W. E. Madden, box 644. S.

195-SIERRA NEVADA, SACRAMENTO, CAL., 1st & 3d Mon., 7:30 p. m., I. O. O. F. Bldg.
C. Lucey, 532 M. st. C. G. C. LaForge, 1526 F. st. S. M. V. Murray, 1216 P. st.

196-ST. JOHNS, JACKSONVILLE, FLA., 1st & 3d Sun., 10 a. m., Herkimer bldg. Bay & Newman.
W. H. York, 48 Carrera st., St. Augustine, Fla. C. T. A. Jones, box 574. S.

197-BRAINERD, STAPLES, MINN., 1st & 3d Sun., 2:30 p. m., Sovereign's hall.
P. Hoffoss. C. C. A. Collins, lock box 147. S.

198-SPRINGFIELD, SPRINGFIELD, MASS., 1st & 3d Sun., 2 p. m., 535 1/2 Main st.
G. A. Williams, 56 Bancroft. C. E. A. Sawin, 65 7th st. S.

199-RIDEAU, SMITH'S FALLS, ONT., 1st & 3d Sun., 1:30 p. m., S. of E. hall, Main st.
M. A. Munro, box 349. C. W. J. Boyd, box 237. S.

200-BRADFORD, BRADFORD, PA., 1st & 3d Sun., 3:30 p. m., Bradburn hall, 95 Main st.
John Duggan, 45 Williams st. C. F. M. Brown, 46 Amm st. S. G. C. Fagnon, 75 Kennedy st.

201-McKEE'S ROCKS, McKEE'S ROCKS, PA., 2d Sun., 12 m.; 4th Sun., 6 p. m., Central Time, Fraternal hall, Chartier ave.
J. F. Montgomery, 604 Esplen st., Pittsburgh, Pa. C. John Daley 918 1st st. S.

202-AUGUSTA, AUGUSTA, GA., 1st & 3d Sun., 3:30 p. m., Red Men's hall, 8th st.
S. L. Hollingsworth, 504 9th st. C. B. Crowley, 522 9th st. S.

203-HOWE, TRURO, N. S. 4th Sat. 7:30 p. m., McKay's Bldg.
W. J. Ellis. C. John R. Fisher, box 495. S.

204-QUAKER CITY, PHILADELPHIA, PA., 2d & 4th Sun., 2 p. m., Dental hall, Arch & 13th
Eli Zimmerman, 2069 Belmonte C. Jas. R. Coulter, 2738 Poplar st. S.

205-R. E. LEE, PORTSMOUTH, VA., 2d & 4th Sun., 2 p. m., Pythian hall.
W. P. McGehee, 203 Brown ave. Norfolk, Va. C. E. B. Lewis, Pythian hall. S.

206-LINCOLN, SPRINGFIELD, ILL., 2d & 4th Sun., 2 p. m., Redmen's hall, cor. 5th & Monroe st.
Geo. H. Knox, 15th & E. Jackson st. C. John W. Redman, 705 S. 9th. S.

207-AMORY, AMORY, MISS., every Sun., 9 a. m., Masonic hall.
G. J. Frazier. C. T. F. Gaines. S.

208-PALMETTO, CHARLESTON, S. C., 1st & 3d Sun., 3 p. m., Irish Vol. Armory, Van't st.
J. A. Anthony, 8 Ashmeade Pl. C. H. L. Pinchney, 83 Wentworth S.

209-POCATELLO, POCATELLO, IDAHO, every Mon., 2 p. m., Masonic Temple.
P. C. Murphy, 556 Wyeth st. C. C. H. Hughart, 710 E. Center. S.

210-STONE WALL JACKSON, ROANOKE, VA., every Mon., 7:30 p. m. K. P. hall, S. Jeff. st.
M. J. Jennelle, 422 Campbell av. S. W. C. O. H. Gish, 1011 5th ave. N.W.S.

211-STEVENS POINT, ABBOTSFORD, WIS., 1st & 3d Sun., 10:30 a. m., Maccabee's hall.
Geo. Tardiff. C. M. D. Vinkle. S. W. J. Walters.

212-SLATER, SLATER, MO., 2d & 4th Sun. 2 p. m., I. O. O. F. hall.
J. F. Blakeman. C. P. E. Clamps. S.

213-BARKER, MICHIGAN CITY, IND., 2d & 4th Sun., 2:00 p. m., I. O. O. F. hall.
Day Ludlum, 218 E. 8th st. C. Thos. J. Robinson, box 561. S.

214-BARTLETT, MONCTON, N. B., 3d Sun., 14:30 k Orange hall.
Miles Wilson. C. W. Crockett, box 473. S.

215-AUSTIN AUSTIN, MINN., 1st & 3d Sun., 2:00 p. m., Germania hall.
J. D. McCormick, 601. Kenwood ave. C. W. B. Harter 805 Railway st. S.

216-OTTUMWA, OTTUMWA, IA., every Sun., 2:30 p. m., O. R. C. hall, cor. Main & Market sts.
P. E. Stickney, 201 N. Market. C. H. L. Lewis, 127 Richards st. S.

217-ANCHOR LINE, ALLEGHENY, PA., 2d & 4th Sun., 2:30 p. m., 105 Federal st., K. P. hall.
J. H. Palmer, 726 Stanton av., Millvale Station. C. H. Fout, 932 Washington ave. S.

218-SAVANNAH, SAVANNAH, GA., 2d & 4th Sun., 10 p. m., K. P. hall, Barnard York st.
J. L. Knowles, 219 39th st. W. C. Geo. P. Hamilton, 523 Broughton st. E. S.

219-NEW BRUNSWICK, ST. JOHN N. B., 2d Sun., 2 p. m., I. O. O. F. hall, Union st.
Jas. Daley, Queen st. C. J. C. Johnston, 248 Strait Shore S.

220-FREMONT, FREMONT, NEB., 1st & 3d Sun., 2 p. m., Franklin hall.
A. McGregor. C. J. M. Crumshaw. S.

221-CHARLOTTE, SPENCER, N.C., every Sun. 2 p. m., Masonic hall.
J. H. Richmond, box 109. C. W. S. Freeman. S.

222-ILLINOIS VALLEY, CHILLICOTHE, ILL., 1st & 2d Sun. 1:30 p. m. Daugherty & Frederick hall.
S. E. Breese. C. G. R. Allen. S.

223-MARTINSBURG, MARTINSBURG, W. VA., 1st & 3d Mon., 8 p. m. I. O. O. F. hall.
J. W. Rankin, 322 N. Maple .C.
J. A. Zepp, 421 W. Race st. .S.

224-WILMINGTON, WILMINGTON, DEL., 1st & 3d Sun., 1:45 p. m., Eden hall, 10th st., near Orange R. E. Day, 206 W. 23d st. .C.
J. T. Layfield, 1226 King st. .S.

225-STREUBEN, HORNELL, N. Y., Alt. Thur. 2 p. m., B. L. E. hall, 137 Main st.
B. F. Collins, 2 East ave. .C.
F. P. Hall, 17 Grand st. .S.

226-GALETON, GALETON, PA., 1st Sun., 2 p. m., Baldwin's hall
C. H. Jacobs. .C.
S. C. Stambaugh. .S.

227-CLAUDE CHAMPION, LINCOLN, N.B., 1st & 3d Sun., 2:30 p. m., 141 S. 12th st.
M. E. Shepard, 2309 U. st. .C.
O. S. Ward, R. 5 Brownell blk. S.

228-FRISCO, FT. SMITH, ARK., every Sun. 3 p. m. I. O. O. F. hall, Garave.
A. C. Aden, 50. 17th st. .C.
J. H. Tyler, 400 So. 7th st. .S.
D. F. Singleton, 1105 N. 14th.

229-NICOLLS, READING, PA., 2d Sun., 1 p. m., 4th Sun. 10 a. m., Brenneiser's hall, 8th & Penn. sta.
John P. McGinn, 228 Greenwich st. .C.
H. C. Hedley, 1041 Greenwich. S.

230-NEW FRANKLIN, NEW FRANKLIN, MO., 2d & 4th Sun. 2 p. m., K. P. hall.
I. E. Dey. .C.
A. L. Mudd. .S.

231-VICKSBURG, VICKSBURG, MISS., 2d & 4th Sun., 8 p. m., K. of C. hall, 403 S. Wash. st.
J. G. Raiford, 819 S. Wash. st. C.
A. L. Jaquith, 401 E. Grove st. S.

232-SIOUX CITY, SIOUX CITY, IA., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 5th & Douglas st.
Ben Bowen, 410 W. 3d st. .C.
C. D. Hopkins, 903 Court st. .S.

233-POINT PLEASANT, MIDDLEPORT, O., 2d & 4th Sun., 1:30 p. m., Woodmans hall, 3d & Mill S. P. Tinklespaugh. .C.
C. E. Murray. .S.
J. M. Caruthers.

234-BREKELEY, BRUNSWICK, MD., every Fri., 7:30 p. m., Swank & George hall.
L. M. Shores. .C.
J. H. Grimm, box 45. .S.
Edw. Sheridan.

235-FREEPORT, FREEPORT, ILL., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 127 Stephenson at C. H. Shafer, 138 Galena st. C.
M. H. Allen, 223 Benton st. .S.

236-ST. CLOUD, MELROSE, MINN., 1st Mon. 7:30 p. m., 4th Sun., 2:30 p. m., K. P. hall.
R. E. Landis. .S.
G. M. Goodman. .S.

237-WORCESTER, WORCESTER, MASS., 4th Sun., 11 a. m., 405 Main st., Castle hall.
C. D. Balcom, 5 May st. .C.
W. F. Hurlburt, 28 Wildwood av. S.

238-SHERIDAN LAREDO, MO., 1st Mon., & 3d Tues., 7:30 p. m., Masonic hall.
H. C. Beeler. .C.
A. F. Scott, 718 Bd. W. Chillicothe Mo. .S.

239-LEXINGTON, LEXINGTON, KY., 2d & 4th Sun., 8:30 a. m., Woodmans hall, 222 E. Main.
A. H. Watkins, 233 Ky. av. .C.
W. F. Butcher, 145 E. End av. S.

240-HIAWATHA, MARQUETTE, MICH., 2d & 4th Sun., 2 p. m., A. O. U. W. hall.
C. A. Sundberg. .C.
Don't Vaughn. .S.

241-DE SOTO, DE SOTO, MO., 1st & 3d Sun., 1 p. m., K. P. hall, Wm. Lynch, box 465. .C.
R. L. Goff, Main & Boyd. .S.
L. M. Roudeshush, box 181

242-NIPISSING, NORTH BAY, ONT., 2d & 4th Sun., 2:30 p. m., Brennans hall, Main st.
Thomas Jamison. .C.
Wilfred Aubry. .S.

243-MISSOULA, MISSOULA, MONT., 1st & 3d Sun. 2 p. m., Elks' hall, C. A. Seales. .C.
K. A. Rollins, 107 R. R. ave. S.

244-PIKE'S PEAK, COLORADO SPRINGS, COLO., every Fri., 7:30 p. m., Woodmen's hall.
E. C. Heap, 1408 S. Tejon st. C.
Wm. Craig, 1820 Colorado ave. S.

245-WINFIELD, ARKANSAS CITY, KAN., 1st & 3d Sun. 2 p. m. F. A. A. hall, over State Bank.
A. C. Fay, 419 N. A. st. .C.
F. J. Vogel, 805 S. B. st. .S.

246-JOHN MCCONIFF, WYMORE, NEB., 1st, 3d & 5th Sun. 2:30 p. m., W. O. W. hall.
E. E. Wheeler. .C.
J. D. Pennington, lock box 145 S.

247-FISHER'S PEAK, TRINIDAD COLO., 1st & 3d Sun., 2:30 p. m., I. O. O. F. hall, E. Main st.
Maurice O'Connor, 500 E. Main. C.
Geo. C. Bateman, 201 E. Main. S.

248-TUSCUMBIA, TUSCUMBIA, ALA., 2d & 4th Sun., 2 p. m., K. P. hall, Main st.
John S. Murphy, Sheffield, Ala. C.
C. N. Looney, Sheffield, Ala. .S.

249-MT. TACOMA, TACOMA, WASH., 2d & 4th Sun., 1:30 p. m., I. O. O. F. hall, 712 Pacific.
J. W. Stamper, 1207 S. 16th st. C.
A. G. Bradbury, 903 1/2 Pac. av. S.

250-TWIN CITY, BRISTOL, VA., 2d & 4th Sun., 3 p. m., Masonic hall, Virginia st.
H. D. Millard, 502 Virginia st. C.
M. O. Wood, 618 Moore st. .S.
W. W. Boas, 4th st.

251-COTTON BELT, PINE BLUFF, ARK., every Sun., 2:30 p. m., K. P. hall.
I. A. Holmes, 713 W. 3d av. C.
F. M. Cawser, 1021 E. 7th ave. S.

252-HOLY CROSS, LEADVILLE, COLO., 1st & 3d Sun., 7:30 p. m., I. O. O. F. hall.
David O'Leary, box 683. .C.
I. Van Dyne, box 683. .S.

253-GOGESBIE, ASHLAND, WIS., 2d & 4th Sun., 10 a. m., I. O. O. F. hall, 3d st. W.
F. B. Dick, 1709 5th st. E. .C.
J. B. Murphy, 308 3d Ave. E. S.

254-CLOVER LEAF, FRANKFORT IND., 2d & 4th Sun., 10 a. m., Maccabee hall.
Chas. F. Eckler, 603 N. Columbia st. .C.
C. E. Stone, 350 E. Paris st. .S.

255-MOUNTAIN, MEDICINE HAT, ALBERTA, 1st & 3d Wed., 14:30 k. Cochran's hall, S. Ry. st.
Saml. W. Sprague. .C.
T. C. Blachford. .S.

256-SAN GABRIEL, SMITHVILLE, TEX., 2d & 4th Sun., 2:00 p. m., K. P. hall.
A. R. Taber. .C.
G. M. Loughridge, box 166. S

257-WASHITA VALLEY, CHICKA SEA, I. T., 1st & 3d Sun., 2:30 p. m., Masonic Hall.
Chas. W. Moffatt. .C.
Alex. McLean. .S.

258-ABERDEEN, ABERDEEN, S. D., 2d Sun., 3:30 p. m., A. O. U. W. hall, 402 S. Main st.
C. A. Nelson, 314 Maple av. E. C.
W. R. Foster, 514 S. 1st. .S.

259-FOND DU LAC, FOND DU LAC, WIS., 1st & 3d Sun., 2 p. m., 479 Main st.
Eugene Sweeney, 319 Forest av. C.
V. O. Zimmerman, 408 W. av. North Fond du Lac, Wis. .S.

260-ELLENSBURG, ELLENSBURG, WASH., 1st & 3d Sun. 1 p. m., I. O. O. F. hall.
J. D. Matthews, box 233. .C.

261-SAN LUIS, SAN LUIS POTOSI, MEX., every Mon., 8 p. m., 4a 3a Morales No. 18.
E. F. Thompson, Box 171. .C.
W. D. Ives, Box 171. .S.

262-RED RIVER, CLEBURNE, TEX., every Mon. 7:30 p. m., K. P. hall
W. A. Parrish, 125 McClain st.
Gainesville, Tex. .C.
B. E. Prickett, 408 Taylor st., Ft. Worth, Tex. .S.
W. E. Nowlin, W. Wilson st.

263-CUMBERLAND, CUMBERLAND, MD., 2d Sun. 1 p. m., 4th Sat. 8 p. m., I. O. O. F. room, City hall.
J. B. Coulehan, 339 N. Centre. C.
C. A. Schmutz, 85 Highland st. S.

264-RALBIGH, RALBIGH, N. C., 2d & 4th Sun., 2 p. m., Odd Fellows' hall, Home building.
H. J. Stewart. .C.
W. W. Newman, box 222. .S.

265-CHANUTE, CHANUTE, KAN., 2d & 4th Sun., 2 p. m., Masonic Temple.
W. Hart, 18 N. Steuben st.
P. Carroll, 205 W. 3d st. .S.

266-STAKED PLAINS, BIG SPRINGS, TEX., every Mon., 3 p. m., K. P. hall.
Otto Elliott. .C.
C. W. Vaughan. .S.
W. A. Mathis, Box 120

267-PACIFIC, VANCOUVER, B. C., 3d Fri. 20 k. O'Brien hall.
Geo. W. Hatch, 761 Beatty st. C.
H. Buckley, 1122 Pender st. .S.

268-MARION, MARION, IA., 2d & 4th Sun. 7:30 p. m., G. A. R. hall.
F. B. Cornelius. .C.
B. Bulkley. .S.

269-BORDER CITY, VAN BUREN, ARK., every Sun. 2:30 p. m., Lynch hall, Main st.
W. L. Marshall, lock box 534. C.
J. F. Adkins. .S.
Wm. Wells, lock box 513.

270-YOUNGSTOWN, YOUNGSTOWN, O., 2d & 4th Sun. 2 p. m., Carpenter's hall.
J. W. Holloway, 201 W. Market st., Warren, O. .C.
H. E. Reed, 108 Homestead st. S.
Geo. Happer, 524 Holmes st.

271-CAPE FEAR, WILMINGTON
N. C., 2d & 4th Sun., 2 p. m.,
K. P. hall.
J. M. Walker.....C.
T. J. Poe.....S.

272-MONTANA, HAVRE, MONT.,
1st & 3rd Sun., 2:30 p. m.,
Chesnut hall.
J. Strain.....C.
A. D. Smith.....S.

273-GUENEEY, CAMBRIDGE, O.,
1st & 3d Sun., 7 p. m., Path-
finder's hall.
W. S. Davis, 514 S. 9th st....C.
D. C. Ford, 944 Steubenville...S.

274-KAUKAUNA, SO. KAUKAUNA,
Wis., 1st & 3d Sun., 2:00 p. m.,
C. O. F. hall.
M. D. Munger, Shawano, Wis. C.
F. M. Schmidt, box 320.....S.

275-GAUDALUPE, YOAKUM, TEX.,
every Sun., 3 p. m., Orth bldg.
J. O. Sloan.....C.
G. J. Burleigh, box 264.....S.
C. I. Wade.....S.

276-PRAIRIE VIEW, GOODLAND,
KAN., 1st & 3d Sun., 1:30
p. m., Masonic hall.
J. W. Dadds.....C.
L. E. Luther.....S.

277-PAN HANDLE, WELLINGTON,
KAN., 2d & 4th Wed., 4 p. m.,
I. O. O. F. hall.
C. A. Miller.....C.
R. F. Finney.....S.

278-DENNISON, DENNISON, O.,
1st Tues., 1:00 p. m.; 3d Sun.,
7 p. m., M. W. of A. hall.
T. B. Flood, Box 712.....C.
J. A. Gray, box 111.....S.
C. B. Polen.....S.

279-MISSOURI, JEFFERSON CITY
MO., 2d & 4th Sun., 2:30 p. m.,
I. O. O. F. hall.
Chas. Ewen, 721 Broadway...C.
B. R. Cromley, 304 Lafayette...S.

280-BESSEMER, ALBION, PA.,
1st & 3d Mon., 1:30 p. m., I. O.
O. F. hall, Main st.
W. H. Burdick, Greenville, Pa. C.
S. D. Naylor.....S.

281-GLLENWOOD, PITTSBURG, PA.,
1st Sun., 2:30 p. m.; 3d Sun.,
7:30 p. m., Trust hall.
Wm. Littlehale, 2176 2d ave. C.
W. M. Shipley, Mars, Pa.....S.

282-NEEDLES, NEEDLES, CAL.,
every Thur., 2 p. m., K. P. hall.
F. W. Searle.....C.
W. H. Safford, Box 28.....S.

283-MARCELINE, MARCELINE, MO.,
1st & 3d Sun., 2 p. m., I. O. O.
F. hall.
C. D. Williams.....C.
S. R. Fuller.....S.

284-SUL ROSS, WACO, TEX., 2d
& 4th Sat., 7:45 p. m., Macca-
bee's hall, 6th & Austin sts.
A. G. Hawkins.....C.
W. S. Gillespie, 111 S. 4th st...S.

285-SPOKANE, SPOKANE, WASH.,
1st & 3d Tues., 7:30 p. m., Frat.
hall, Sprague & Wall sts.
Jas. M. Shannon, 01623 Atlantic C.
Jesse Huxtable, 214 E. Nora...S.

286-KAKABECA, FT. WILLIAM,
ONT., 2d & 4th Wed., 14 k,
L. O. L. hall.
L. L. Peltier.....C.
J. A. Gillis, Box 156.....S.

287-OBARR, SAN MARCIAL, N. M.,
every Mon. 7 p. m., Masonic hall
G. M. Lewis.....C.
J. M. Harrison, Rincon, N. M. S.

288-SUPERIOR, WEST SUPERIOR,
Wis., 1st & 3d Sun., 2 p. m.
Terminal hall.
Wm. Bradley, 1508 Broadway. C.
E. R. Smith, 1201 16th st.,
Superior, Wis.....S.

289-WELLSVILLE, WELLSVILLE,
O., 1st & 3d Sun., 1:30 p. m.,
Brotherhood hall, 1315 Main st.
E. R. Butler, 1804 Clark av...C.
F. J. Packer, 403 14th st.....S.

290-WINGO, PADUCAH, KY., every
Sun., 2 p. m., Yeiser hall.
W. D. Anderson, 917 S. 11 st., C.
A. E. Tonks, 822 Jefferson St...S.

291-MORRIS, HOBOKEN, N. J.,
2d & 4th Wed., 10 a. m.,
127 Hudson st.
W. S. Bagshaw, 5 Jefferson st.
Newton, N. J.....C.
W. S. Newman, 61 Arnold Ter-
race, So., Orange, N. J.....S.

292-DEER LICK, CHICAGO, OHIO,
1st & 3d Sun., 2 p. m., B. R. T.
hall, Myrtal av. & Mauple st.
W. S. Thompson.....C.
J. H. Barnsville, L. box 375...S.

293-CHAS. MURRAY, CHICAGO,
ILL., 2d & 4th Mon., 1:30 p. m.,
Cent. Park Hall, cor, Lake
& Francisco ave.
Geo. S. Lane, 502 S. 7th ave.,
Maywood, Ill.....C.
J. A. Lewis, 54 N. Washtenaw
ave.....S.

294-NEW JERSEY, TRENTON, N.
J., 3d Sun., 2 p. m., Concor-
dia hall, 33W. State st.
C. J. Scheeler, 48 Charles st....C.
J. J. Coleman, 342 Brunswick...S.

295-LORAIN, LORAIN, O., 2d Mon.,
8 a. m.; 4th Wed., 7:30 p. m.,
Glick hall, 620 Bdw. 3rd Fl.
J. Garrigan, 216 Forest st....C.
J. J. Pollock, 526 Everett st...S.

296-C. W. CLEMENT, RUTLAND,
VT., 3d Sun., 6 p. m., G. A. R.
hall, Merchants Row.
J. A. White, 45 North St....C.
W. E. Amblo, 87 Maple st.....S.

297-SOMERSET, SOMERSET, KY.,
every Wed., 7:30 p. m., John-
ston's hall, Main st.
S. E. Lewis.....C.
J. H. Bauman, Sta. "A".....S.

298-KANSAS, HERINGTON, KAN.,
2d & 4th Sun., 2 p. m., Masonic
hall.
J. T. Beem.....C.
W. B. Freeland, lock box 380...S.

299-LIMA, LIMA, OHIO, 2d & 4th
Sun., 2 p. m., Mitchell hall, N.
E. cor. Main & Public Square.
G. G. Bashore, 624 S. Main st. C.
O. D. Fisher, Holland Bk...S.

300-DODGE CITY, DODGE CITY,
KAN., every Sat., 1:30 p. m.,
Masonic hall.
H. L. Hubbard.....C.
J. A. Corey.....S.

301-SEYMOUR, SEYMOUR, IND.,
2d & 4th Sun., 2 p. m., New
Masonic hall, W. 2d st.
Ford Cox, 418 E. 2d st.....C.
Eugene Ireland, 301 W. Brown. S.
Geo. T. Childers, 230 S. Vine.

302-LAFAYETTE, LAFAYETTE,
IND., 1st & 3d Sun., 2:30 p. m.,
Redmen's hall, 4th and Ferry.
C. E. Ellsberry, 1207 Hartford. C.
C. Bloom, 1119 Union ave....S.

303-NEW ALBANY, NEW ALBANY,
IND., 1st & 3d Sun., 2:00 p. m.,
K. & L. of H. hall.
J. H. Cole, 1015 E. Market st., C.
W. E. Russell, 1201 E. Main st. S.
T. C. Laughlin, 703 E. Main st.

304-PEARL RIVER, CANTON,
Miss., 1st & 3d Sun., 4 p. m.,
Masonic hall.
O. A. Harrison.....C.
W. V. Johnson, Water Valley,
Miss.....S.

305-LA GRANDE, LA GRANDE,
ORE., 1st & 4th Sun., 7:30p. m.,
K. P. hall.
H. C. Grady.....C.
A. V. Andrews.....S.

306-BAY, W. BAY CITY, MICH.,
2d & 4th Sun., 11 a. m., I. O.
O. F. hall.
C. A. B. Martin, 405 S. Union. C.
E. F. Richards, 205 Marquette. S.

307-JERSEY CENTRAL, ELIZA-
BETH, N. J., 2d & 4th Sun.,
Jacobs Assembly Room. Jeff.
av. & E. Jersey st.
G. B. Van Nortwick, 86 W.
Cliff st., Somerville, N. J....C.
Philip Backer, 89 W. Main st.,
Somerville, N. J.....S.

308-BLUFF CITY, MT. CARMEL,
ILL., 1st & 3d Sun., 2:30 p. m.,
Schneck's hall, east Market st.
Chas. Natho.....C.
W. R. Struby, 314 W. 2d st...S.

309-W. H. WRIGHT, YOUNGWOOD,
PA., 1st Sun. 9:30 a. m., & 3d
Sun. 7 p. m., I. O. O. F. hall.
C. E. Brindle.....C.
J. S. Best.....S.

310-MOBILE, MOBILE, ALA., 1st
& 3d Sun., 2 p. m., I. O. O. F.
hall, St. Michael and Royal sts.
P. M. Hickey, 108 Dauphin st. C.
J. P. Collins, 507 Government. S.

311-NEW YEAR, WAYCROSS, GA.,
2d & 4th Sun., 2:30 p. m., Ma-
sonic hall.
W. F. Eaton, 51 Mary st....C.
J. S. Baugh, 77 Albany ave...S.

312-DEFENDER, WEBERWERN,
N. J., 2d & 4th Sun., 1:30 p.
m., Masonic Temple.
E. E. Emmet, 16 1st st., Clifton
Park.....C.
J. Clark Sheldon, 7 First st Clif-
ton Park.....S.

313-SAN XAVIER, TUCSON, ARIZ.,
every Sun., 1:30 p. m.,
A. O. U. W. hall, E. Congress.
G. W. Yancy.....C.
C. F. Davant, box 322.....S.

314-ALLEGHENY CITY, ALLE-
GHENY, PA., 2d & 4th Sun.
2:00 p. m., I. O. O. F. hall.
W. D. Motheral, 1106 Morrison C.
P. Rafferty, 1814 Market st...S.

315-NEGOMIS, CHAPLEAU, ONT.,
1st & 3d Sun., 2 p. m.,
I. O. O. F. hall.
A. E. Wideman, Ft. William,
Ont.....C.
A. Sweesey.....S.
T. Kehoe.....S.

316-SHAWNEE, SHAWNEE, O. T.,
1st & 3rd Sun., 2 p. m., I. O.
O. F. hall, N. Bdw.
M. E. Stansbury, Box 602....C.
D. A. Crafton, box 461.....S.

317-ELM CITY, NEW HAVEN,
CONN., 1st & 3d Sun., 10:30 a.
m., I. O. O. F. bldg., 95 Crown.
J. Wall, 20 Cassius st.....C.
F. J. Flanagan, 272 Portsea st. S.

318-ASHEVILLE, ASHEVILLE,
N. C., 1st & 3d Sun., 11 a. m.,
O. R. C. hall, Depot st.
J. H. Gudge, 10 Ora st.....C.
C. L. Felms, 44 Buxton st....S.

319-KNOWEE, GREENVILLE, S. C.,
every Sun., 3:00 p. m., Carpen-
ter's hall.
C. A. Sifford, 837 W. Wash'ton. C.
E. Bull, 820 Hampton av....S.

320-MIAMI VALLEY, DAYTON, O.,
1st & 3d Sun., 2 p. m., I. O. O. F.
hall, S. E. cor. 5th & Jefferson
M. J. Maloney, 118 Webster st.,
Middleton, Ohio C.
F. E. Nichols, 1507 Brown st. . . S.

321-EASTER, SPRINGFIELD, MO.,
2d & 4th Mon. 2 p. m., K. P. hall
A. W. Emery, 1305 Robberson, C.
O. E. Risser, 1345 N. Jefferson, S.
C. H. Hasell, 615 W. Walnut.

322-MAPLE LEAF, LINDSAY, ONT.
1st & 3d Sun. 2:30 p. m., For-
esters hall, 27 Kent st. E.
Wm. H. Crosier C.
G. H. Adam, Bx. 360 S.
John R. Way.

323-CONGAREE, COLUMBIA, S. C.,
every Sun., 10 a. m., Brown's
hall, 1532 Main st.
T. A. Cobb, 727 Lumber st. . . C.
Jas. L. Davis, 1509 Main St. . . S

324-BLUEFIELD, BLUEFIELD
W. VA., every Sun., 2 p. m.
Masonic hall., Bland st.
J. S. Noel C.
E. D. Evans S.

325-GRAND JUNCTION, GRAND
JUNCTION, COLO. 1st & 3d
Thur., 2 p. m., Elks' hall.
C. V. Osgood C.
A. F. McCabe, 403 Ouray ave. . S.

326-NEW CASTLE, NEW CASTLE,
PA., 2d Fri. & 4th Sat., 7 p. m.,
K. of P. hall, 7th Ward.
W. J. Spurrier, 209 Lafayette, C.
Chas. Reinhardt, 223 E. Madison S

327-GOLDEN RULE, EFFINGHAM,
ILL., 1st Sun., 10 a. m.,
I. O. O. F. hall, Main st.
L. M. Hough C.
M. M. Shorb S.

328-LAKE PARK, HILLSBORO,
TEX., every Wed. 7:30 p. m.,
B. R. T. hall, 114 S. Waco st.
T. E. Watson, 111 Matthew st. C.
C. S. McKee, 209 Mathews st. . S.

329-CHAMPION CITY, SPRING-
FIELD, O., 1st & 3d Sun.,
1:30 p. m., P. O. S. A. hall.
C. F. Phleger, 141 Clifton ave. C.
Van Oren, 90 E. Pleasant st. . S.

330-EMPORIA, EMPORIA, KAN.,
1st & 3d Sun., 2 p. m.,
M. W. A. hall, 601 Commercial.
G. A. Ackerman, 226 Neosho. C.
H. W. Hedgecock, 226 Neosho. S.

331-SUSQUEHANNA, COLUMBIA,
PA., 2d & 4th Sun., 1:30 p. m.,
Swartz Bldg., 3d & Locust.
Erwin Buller, Poplar st. . . C.
J. R. McManus, 465 Walnut. S.
H. R. Haefner, 20 S. 5th st.

332-JONESBORO, JONESBORO
ARK., every Sun., 2 p. m., Ma-
sonic hall, Main st.
J. A. Webb C.
S. P. Gray, 205 Fisher st. . . S.

333-RENOVO, RENOVO, PA.,
2d and 4th Sun., 1:30 p. m.,
I. O. O. F. hall, 6th st.
John Gilmartin C.
Wm. F. Deckard, Bx. 461. . . S.
M. T. Cummings.

334-AVONDALE, BIRMINGHAM,
ALA., 1st & 3d Sun., 2 p. m.,
Magnolia hall.
C. E. Carper, 1212 ave. K. . . C.
T. J. Allen, Jr., 5044 1st ave.,
Woodlawn, Ala. S.

335-CONCORD, CONCORD, N. H.,
1st Fri., 7:30 p. m., 3d Sun.,
12:30 p. m., Capital hall.
J. Follonsbee, 91 Warren st. . C.
A. E. Bean, 20 Rumford st. . . S.

336-DULUTH, DULUTH, MINN.,
1st Sun., 7:30 p. m., Elks hall.
J. H. O'Brien, 28 25th av. w. C.
F. C. Bahr, 2127 W. 1st St. . . S.

337-BALTIMORE, BALTIMORE, MD.,
2d Sun., 1:45 p. m., 4th Sat. 7:45
p. m., 630 W. Baltimore st.
J. J. Flinn, Camden Station. . C.
J. E. Gary, Mt. Winans, Md. . S.
Henry Long, Forest Park.

338-WICHITA, WICHITA, KAS.,
2d & 4th Sun., 7:30 p. m.,
Maccabees hall, 211 E. Douglas.
F. J. Rose, 613 Waco ave. . . C.
A. Anderson, lock box 844. . . S.

339-WASHINGTON, WASHINGTON,
IND., 2d & 4th Sun., 9:30 a. m.,
Masonic hall.
W. W. Perkins C.
E. R. Thorpe S.

340-GLADSTONE, GLADSTONE,
MICH., 2d & 4th Sun., 2:30 p. m.
Fraternity hall, 6th & Delta.
D. Bailly C.
I. B. Byers S.

341-CANADAWARAN, NORWICH,
N. Y., 1st Sun., 7:30 p. m.; 3d
Sun. 10:30 a. m., Redmen's hall.
C. T. King, Pine Villa, N. Y. . C.
Curtis W. Dorman, 47 Front. . S.

342-OVERLAND, JUNCTION CITY,
KAN., 1st & 3d Sun., 3 p. m.,
Union hall, Washington st.
J. E. Cave, 708 E. 8th st.,
Kansas City, Mo. C.
R. B. Cunningham, R. R. No. 3 S.

343-BLUE VALLEY, FAIRBURY,
NEB., 2d & 4th Sun., 2:30 p. m.,
K. & L. of S. hall.
B. J. Raney, 914 E. 7th . . . C.
J. E. Hough, 908 F st. . . . S.
J. L. Hutchison.

344-EAST TORONTO, YORK, ONT.,
2d & 4th Mon., 7:30 p. m.
I. O. O. F. hall.
J. Hozack, E. Toronto, Ont. . C.
Edwin Seller, 126 Peter st. . S.
Toronto, Ont. S.
John White, E. Toronto, Ont.

345-WEST TORONTO, TORONTO
JUNCTION, ONT., 2d & 4th Sun.,
2:30 p. m., The James Block,
cor. Pacific ave. & Dundas st.
J. J. Walker, 47 Macdonnell st.
Toronto, Ont. C.
G. A. Woods, 57 Empress Cres-
cent, Toronto, Ont. S.

346-YELLOW RIVER VALLEY,
TOMAH, WIS., 1st & 3d Sun.,
2 p. m., I. O. O. F. hall
Thos. Moran C.
W. S. Johnson, New Lisbon, Wis. S.
W. L. Baker.

347-JULIEN, DUBUQUE, IA., 2d
Sun. & 4th Mon., 2 p. m.,
Union hall, 1985 Couler ave.
B. F. Congdon, 574 Windsor. . C.
J. H. Bassett, 1987 Washington S.

348-TIPTON, TIPTON, IND., 1st &
3d Sun. 10 a. m., Maccabee hall.
F. E. C. Hartman C.
A. E. O'Beirne S.

349-CREWE, CREWE, VA., 2d &
4th Sun., 10 a. m., Masonic hall.
J. W. Harding C.
G. W. Richardson, box 83 . . . S.

350-SEATTLE, SEATTLE, WASH.,
2d & 4th Sun., 1:30 p. m., For-
rester's, 1923 1/2 1st Ave.
H. C. Tieman, 206 Summit av. N. C.
J. H. Monaghan, box 1147 . . S.

351-THREE STATES, PORTS
MOUTH, O., 1st Tues. 3d Fri.
7:30 p. m. 2d & 4th Sun. 2 p. m.
L. C. Payne 440 E. 12th st. . S.

352-KEWATIN, KENORA, ONT.,
1st and 3d Sun., 14 k; I. O.
O. F. hall.
D. Campbell C.
W. A. McCullough, box 34. . . S.

353-MINNE - WAUKON, ESTHER
VILLE, IA., 3d Sun., 10:00 a. m.
K. P. hall.
J. B. Walters, 918 E. Howard. C.
W. A. O'Neill, 915 E. Maple st. S.

354-HAGERSTOWN, HAGERSTOWN,
MD., 1st & 3d Sun., 2 p. m.,
Hose hall, S. Potomac st.
J. D. Booz, 203 Summit ave. . C.
R. S. Clingan, 334 McDowell. . S.

355-ALLANDALE, ALLANDALE,
ONT., 3d Sun. 2:30 p. m. B. R. T.
hall.
K. McLennan C.
F. Heard, box 16. S.

356-BLACK EAGLE, GREAT FALLS,
MONT., 2d & 4th Sun., 7:30 p.
m., I. O. O. F. hall.
J. H. Hall, box 410. C.
Ono Bjornstad, box 325. . . . S.

357-CONNELLSVILLE, CONNELLS-
VILLE, PA., 2d Sun., 7 p. m.;
4th Sun., 1 p. m., I. O. O. F. hall.
F. M. Cunningham, 1010 Tra-
der ave. C.
D. T. Hurlman, 410 E. Francis. S.

358-LADAS, THAYER, MO., 1st &
3d Sun., 9:00 a. m., Boyd's hall
H. R. Viggers C.
G. W. Bowman. S.

359-EXCELSIOR, EAST ALBANY
N. Y., 1st Sun., 10:30 a. m.,
Vaughn's hall, 439 Broadway,
Rensselaer, Albany, N. Y.
John L. Parmerton, 439 Broad-
way, Rensselaer, Albany, N. Y. C.
J. P. Kilmer, 1447 Broadway,
Rensselaer, Albany, N. Y. . S.
J. J. Ryan, 68 Elm st., Rens-
selaer, Albany, N. Y.

360-MARTIN CLANCY, TWO HAR-
BORS, MINN., 2d & 4th Sun.
2 p. m., K. P. hall.
H. G. Skinner C.
Wm. O'Rourke. S

361-VALLEY, VALLEY JUNCTION,
IOWA, 2d & 4th Sun., 10 a. m.,
Fraternal hall.
W. P. Dinsmore. C.
J. A. Gibson. S.

362-VERNON, NEVADA, MO., 2d &
4th Sun., 2:30 p. m., K. P. hall.
G. W. Hufbauer, 1230 E. Lo-
cust st. C.
G. C. Hedges 720 S. Cedar st. . S.

363-SUGAR CITY, NORFOLK, NEB.,
1st & 3d Sun., 2:30 p. m., Ry.
Emp. hall, Norfolk Jct.
A. M. Leach, 401 S. 9th st. . . C.
B. P. Pippin, 1200 4th st. . . S.
S. L. Miller, 712 9th st.

364-GOLDEN GATE, OAKLAND,
CAL., every Sat. 7:45 p. m.,
Pythian Castle, 12th & Alice.
A. L. Leese, 1252 7th St. . . C.
T. A. Hughes, 2286 West st. . S.

365-ALFRED BECK, PENSACOLA,
FLA., 2d & 4th Sun. 9:30 a. m.,
K. P. hall, 2 W. Gardner st.
J. O. Jennings, 316 E. Gadsden. C.
W. Humphreys, box 668. . . . S

366-LEEDS, BROCKVILLE, ONT.,
1st Sun., 2:00 p. m., A. O. U.
W hall, King st.
Adam Young, box 642. C.
R. McConachie, box 533. . . . S.

367-McCOMBS CITY, McCOMBS CITY,
MISS., 1st & 3d Sun., 2 p. m.,
Masonic hall.
Mat Kennedy C.
E. L. McLaurine S.

368 - ARGENTINE, ARGENTINE, KAN., 1st & 3d Sun., 2 p. m., Fireman's hall, Strong ave. S. A. Littlejohn, 18 Manvil... C. Geo. McNeal, 28 S. 7th st... S.

369-PARKERSBURG, PARKERSBURG, W. VA., 1st & 3d Sun., 2 p. m., Eastern time, Fraternal hall, Market st. L. W. Woodruff, box 57, Belpre, Ohio... C. J. E. Lawrence, 117 7 1/2 st... S.

370 - PROVIDENCE, PROVIDENCE, R. I., 2d & 4th Sun., 2:00 p. m., I. O. O. F. hall, 433 Westmitster, G. C. Andrews, Godard st... C. Wm. A. Doran, 80 Douglas ave. S.

371 - LIVINGSTON, LIVINGSTON, MONT., 2d & 4th Sun., 2:30 p. m., Masonic hall. C. Frank Shelver 212 s. 6th st... S.

372-CORTEZ, RATION, N. M., every Sun., 2:30 p. m., I. O. O. F. hall, J. H. Fish r, 208 S. 2nd st... C. O. P. Coleman, 800 1st st... S.

373-FOX RIVER, GREEN BAY, WIS 2d & 4th Sun., 2 p. m., K. P. hall, c. r. Wash' ton & Main st. F. W. Welby, 611 Clinton st... C. F. H. Seymour, 802 Cora st... S.

374-INDEPENDENT, ELMIRA, N.Y. 1st & 3d Sun., 2:30 p. m., Red Men's hall, 1-6 Lake st. B. L. Bennett, 410 Sullivan st... C. F. M. Collier, 1316 1/2 Lake st... S.

375-GOLD COIN, CANON CITY, COL. 4th Sun. 8 p. m., Elks' hall. F. J. Ives, 819 River st... C. A. H. Smith, 1115 Macon ave. S.

376-C. F. WILCOX, MONTPELIER, OHIO, 2nd & Sun., 2 p. m., Odd Fellows hall. C. A. Carr, Ashley, Ind... C. J. U. An'erson... S. F. J. Tompkins, Ashley Ind.

377-JOLIET, JOLIET, ILL., 2d & 4th Sun., 3 p. m., Castle hall. F. W. Hensel, 1613 E. Cass st... C. E. B. French, 102 Winston ave. S.

378-CAPITOL, WASHINGTON, D.C., 2d & 4th Sat. 8 p. m., Home Life Ins Bldg, 5th & G st. n. w. S. A. Beard, 132 11th st. s. e. C. W. P. Miller, B & P. depot... S. J. S. Merushaw, B & P. depot.

379-CORSIN, CORSIN, KY., every Sun., 9:30 a. m., I. O. O. F. hall, W. C. Killinger... C. G. R. Sproules... S.

380-CADDO MENA, ARK., every Sun., 2:30 p. m., Tobin hall. E. E. Ross... C. Warren Harlbert, box 256... S.

381-HOWELL, EVANSVILLE, IND., 1st & 3d Sun., 2 p. m., Dickman's hall, 4th st. P. W. Maroney, 1700 E. Frnkin. C. L. B. Walls, box 84... S.

382-PITTSBURG, PITTSBURG, KAN., 1st & 3d Sun., 2:00 p. m., A. O. U. W. hall, E. 3d. O. A. Rogers, 812 N. Joplin st. C. W. B. Comer, 1304 N. Joplin st... S.

383-ALGIERS, LAFAYETTE, LA., every Sun., 9:30 a. m., K. P. hall, H. D. French, 813 Pacific ave., Akiers, La... C. J. J. Vanderlinden, 349 Belle-ville st., Algiers, La... S.

384-LIBERTY ISLE, TOTTEVILLE, N.Y. 4th Sun. 2 p. m. K. P. hall James Gerow... C. W. J. Reeves... S.

385-IONIA, IONIA, MICH., 2d & 4th Sun., 10:30 a. m., Macca-bee hall. A. W. Merriam, 316 E. Wash-ington... C. S.

386-E. ST. LOUIS, E. ST. LOUIS, ILL., 1st & 3d Sun., 1:30 p. m., Music hall. C. S. Blevins, 37 Highland Plc... C. J. A. Schneider, 473 N. 25th st. S.

387-U. S. HUGHES, WABASH IND., every Sun., 2 p. m., For-rester hall, E. Market st. C. A. Thomas, 10 No. East st, C. R. Palmer, E. Market st... S. N. O'Brien, Hunnyton & Maple.

388-ALTON, ALTON, ILL., 2d Sun., 7:00 p. m., K. P. hall, J. C. McGuan, 1228 Belle st... C. R. M. Brown, 1217 Main st... S.

389-ALBUQUERQUE, ALBUQUER-QUE, N. M., every Mon., 2 p. m., Odd Fellows' hall, S. 2d st. G. H. Frost, 302 W. Huning ave... C. F. A. Nohl, 217 N. Walter st... S.

390-SMOXY VALLEY, HOISING-TON, KAN., 2d & 4th Sun., 9 a. m., O'Donnell's hall. F. W. Coleman, lock box 425... C. G. W. Fris, Council Grove, Kan., box 221... S.

391-LONG ISLAND, LONG ISLAND CITY, N. Y., 2d & 4th Tues., 12:30 p. m., Masonic hall. G. B. Olin, Amagansett, N. Y. C. W. W. Appgar, Jamaica, N. Y... S. F. C. Newton, Port Jefferson, N.Y.

392-ORANGE GROVE, SAN BER-NARDINO, CAL., 2d & 4th Sat. 8 p. m., Native Sons' hall. A. K. W. M. Cowan, 334 Ft. St. E. A. Vahry, R. F. D. No. 1... S.

393-MOOSE JAW, MOOSE JAW, SASKATCHEWAN, 1st & 3rd Wed., 14:30 k. Smith's hall. W. McCasley, River st. E... C. Geo. Wilcox... S.

394-CHOCTAW, HAILEYVILLE I. T., 1st & 3d Sun., 2:30 p. m., Masonic hall. G. W. Kernell... C. J. H. Combs, Wilburton, I. T. S.

395-SALT LAKE, SALT LAKE CITY UTAH, 2d & 4th Sun., 2 p. m., K. P. hall, 261 S. Main st. G. L. Korner, 50 So. 1st West... C. E. C. McCullow, 36 S. st... S.

396-LONGVIEW, LONGVIEW JCT. TEX., every Sun. 9:30 a. m., B. R. T. hall. D. E. Curtis... C. B. T. Stelson, box 411... S.

397-KENTON, COVINGTON, KY., 1st & 3d Sun., 9:30 a. m., K. P. hal. Pike st. and Madison ave. C. King, 101 W. 4th st... C. Wm. S. Mead, 2020 Garrard st. S.

398-DEL RIO, DEL RIO, TEX., 1st & 3rd Wed. 2 p. m., Block's hall. S. F. Cummings... C. S. B. Buchanan... S.

399-LAREDO, LAREDO, TEX. every Mon., 9:30 a. m., K. of P. hall. T. A. Bunn... C. W. H. Dunn, Hamilton hotel... S.

400-WELDON SPRINGS, CLINTON, ILL., 1st & 3rd Sun., 2:30 p. m., B. L. P. hall. J. A. Abrell, 412 n. Monroe... C. J. J. Millan... S.

401-VETERAN, LEHIGHTON, PA., 2d & 4th Tues., 2 p. m., Re-ber's hall, So. 1st st. James N. Miller... C. W. E. Xander, lock box 294... S. H. S. Pennell

402-MASSILLON, MASSILLON, O., 1st Mon., 7 p. m.; 3rd Sun., 1 p. m., Jr. O. U. A. M. hall. W. A. Nye, 2 Schrock Ave... C. J. F. Siemens 441 S. Erie st... S.

403-BANGOR, BANGOR, ME., 2d Sun., 2 p. m., 116 Main st. James Lowe, 4 Elm Terrace Wat-erville, Me... C. E. W. Cook, 48 High st, Water-ville, Me... S.

404-SAN JOAQUIN, KERN CITY, CAL., 2d & 4th Fri., 8 p. m., K. of P. hall. R. M. Warnock... C. C. P. Badger, 707 K st... S.

405-MISSABE, PROCTOR MINN., 1st & 3d Sun., 9 a. m., Village hall. M. Counihan... C. H. J. Barnard... S.

406-MONMOUTH, MONMOUTH, ILL., 2d & 4th Sun., 7:30 p. m. G. A. R. hall, N. Broadway. W. H. Hewitt, 822 S. 2d st... C. J. T. Darling, 314 So. B st... S.

407-ELK RIVER, CRANBROOK, B. C., 1st & 3d Sun., 2 p. m., Watts block. Joe Jackson, Box 27... C. H. C. Pettet, box 866... S.

408-EVANSTON, EVANSTON, WYO., 1st & 3d Thurs., 2 p. m., A. O. U. W. hall. H. P. Ritter, 2685 Wall ave., Og-den, Utah... C. H. J. Zipp, box 465... S.

409-TWENTIETH CENTURY, SALEM, ILL., 1st & 3d Sun., 1:30 p. m., I. O. O. F. hall. W. B. Henderson, box 387... C. A. W. Stanford, Bx 157... S.

410-BELLE PLAINE, BELLE PLAINE, IA., 2d & 4th Mon., Red Men's hall, 9:30 a. m. Vern Brown, lock bx 700... C. T. Ogilvie... S. L. P. Grady

411-PUEBLA, PUEBLA, MEXICO, every Wed., 8 p. m., 3a Benito Juarez No. 10. R. G. Warner, National Hotel, C. C. A. DeVany, Apartado 116... S.

412-SEQUOIA, FRESNO, CAL., ev-ery Sun. 7:30 p. m., over P. O. E. K. Richey, 2326 Inyo st... C. S. E. Henderson, 110 Thesta st. S.

413-BAY STATE, BOSTON, MASS., 2d Thurs., 1 p. m., 1st Sun., 10:30 a. m., B. L. E hall, 164 Canal st. Chas. S. Messer, 17 Pearson ave., West Somerville, Mass... C. R. E. Beal, 179 Broadway, Lawrence, Mass... S.

414-KALISPELL, WHITEFISH, MONT., 1st & 3d Sun., 3 p. m., O. R. C. hall. E. A. Logan... C. M. S. Hurley... S. B. S. Robertson.

415-WELBETKA, SAPULPA, I. T., every Fri., 2:30 p. m., K. P. hall. G. E. Dornblaser... C. B. M. Van Orman... S.

416-POTTSVILLE, POTTSVILLE, PA., 2d & 4th Sun., 1:30 p. m., Mountain City Building. J. M. Fielding, 602 E. Arch st... C. J. M. Matthews, 447 East Mar-cket st... S.

417-WOODSVILLE, WOODS-VILLE, N. H., 1st Sun., 12:30 p. m., Davison hall. H. C. Gale... C. Geo. G. Skuse, box 101... S.

418-PRINCETON, PRINCETON INDIANA, 2d & 4th Sun., 9:30 a. m., Union hall. R. C. Wilson, 608 S. Sem. st... C. J. D. Ryan, 604 S. Prince st... S.

419-SHREVEPORT, SHREVEPORT, La. 2d & 4th Sun., 2 p.m. K.P. hall
Booth Fain. 1444 Allen ave. . . C.
R. T. Layne, 460 Allen ave. . . S.

420-MOUNT RUNDLELL, STELLARTON, N. S., 1st Sun., 14 k., Keith's hall.
G. A. McKay C.
M. McGillevy, box 209 S.

421-PECOS VALLEY, AMARILLO, Tex., 1st & 3d Sun. 2:30 p. m. 2d & 4th Thurs. 8:30 p. m. Eakle hall.
G. H. Odell, 301 Lincoln st. . . C.
O. R. Smith 1101 Johnson st. S.

422-CAPE CITY, CHAFFEE, Mo. 2d & 4th Sun., 2 p. m., O. R. C. hall.
E. Sebastian, Cape Girardeau, Mo. C.
E. H. Riggs, Cape Girardeau, Mo., *2 S. Spanish St. . . . S.

423-DALHART, DALHART, TEX. 2d & 4th Sun., 2:00 p.m. Coon hall.
R. H. McKean C.
Geo. Blackman S.

424-DEEP WATER, GULFPORT, Miss., 2d & 4th Sun., 10 a. m. Masonic hall, 27th av.
L. M. Martin, 30th av. C.
E. Langworthy 1301 30th av. . S.

425-TABLE ROCK, ROSSBURG, OREGON, 1st and 3d Sun. 7:30 p. m., National Son's Hall.
L. J. Speck C.
F. M. Parrish, box 401 S.

426-ANTHRACITE, DUNMORE, Pa., 2d & 4th Sun., 2 p. m., over depot.
Wm. E. Johnson, 3d & Dudley C.
W. E. Correll, 232 Cherry st. . S.

427-BOX BUTTE ALLIANCE, NEB every Tues., 2 p. m., Odd Fellows hall.
J. H. Cantlin C.
T. R. Randall S.

428-MONCLOVA, MONCLOVA, Mex., every Mon., 7:30 p. m. O. R. C. hall.
C. W. Dinsmore C.
N. A. Moore box 18 S.

429-LOCK CITY, SAULT STE MARIE, MICH., 1st & 2d Sun., 2 p. m., K. of C. hall.
F. E. Swift, 526 Elizabeth st. . C.
Jno Hawkshaw Sault Ste Marie, Ont care A. C. Ry. S.

430-MCLENNAN, MART, TEX. 2d & 4th Sun 3 p. m., K.P. hall.
W. J. Manning, box 501 C.
C. M. McIntosh box 212 . . . S.

431-GUILFORD, GREENSBORO, N. C., 2d & 4th Sun., 2 p. m., K.P. hall
W. S. Witherspoon, 729 Pearson st. C.
C. B. Guthrie, 411 E. Lee st. . C.

432-MONTERREY, MONTERREY, N. L. Mex., every Mon., 2 p. m. Sheppard's hall, Calle de Puebla, No 206.
Z. H. Jones, 7 Calle Reforma. C.
C. P. Bazanson, Hotel Roosevelt S.
Geo Hall, 50 Salazar S.

433-"AT LAST," PITCAIRN, Pa., 2d Thurs. 7:30 p. m., 4th Sun., 1:30 p. m. Hoehl's hall.
Edw. Price, 7537 Roslyn st., Swinsvale Pa. C.
J. E. Holohan, Wall, Pa. . . . S.

434-GREENVILLE, GREENVILLE, Tex., every Sun., 4 p. m., O. R. C. hall, Levy bldg.
E. F. Odell, 422 Wellington st. C.
S. M. Kennedy S.

435-WEST BRANCH, CLEARFIELD, Pa. 2d & 4th Sun., 2 p. m., in O. N. A. M. hall, Nichol & River sts.
F. R. McKelvy C.
C. F. Wagner, 17 5th st. . . . S.

436-CHIEUAHUA, CHIEUAHUA, SHOPS, Mex., every Mon. 8 p.m., O. R. C. hall.
D. H. Anglin, box 2 C.
E. D. Paris, box 2 S.

437-TRUE BLUE, ELDON, IA., 2d & 4th Sun., 2 p. m., K. P. hall.
G. W. Payne C.
J. Forrest S.

438-OSAGE, ELDON, Mo., 1st & 3d Sun., 2:00 p. m., Masonic hall.
W. M. Campbell C.
H. N. Johnston S.
J. D. Holder S.

439-BIG HORN, SHERIDAN, WYO., 1st & 3d Fri., 8 p.m. K.P. hall.
D. H. Steers, 406 Gladstone st. C.
A. B. Briggs, box 76 S.

440-PACIFIC, SAN LUIS OBISPO, CAL., 1st Sun., 2:30 p. m., 3d Sun., 7 p. m., Elks' hall.
D. D. Wamsley C.
W. A. Kessler S.

441-MT. BLANCA, ALAMOSA, COL. 2d & 4th Sun., 8:00 p. m., Kinch hall.
F. L. Edmisten C.
Robt. Ginn S.

442-N. D. SCOTT, WHEELING, W. VA., 2d & 4th Sun., 8:00 p. m. 1515 Market st.
Orville Fithen, Gen. Delivery C.
W. W. Baggs, Bridgeport, O. S.

443-BUTLER, DU BOIS, PA., 1st & 3d Sun., 1:00 p. m., Eagle hall, Long ave.
Wm. Trojan, 215 Morrison st. . C.
R. B. Reed, 110 3d st. S.

444-OLEAN, OLEAN, N. Y., 1st & 3d Sun., 7:30 p. m., Sheehan's hall.
Peter Welch, 206 N. 6th st. . . C.
E. A. Swaris, 6 4th st. S.

445-DELMAR, DELMAR, MARYLAND, 2d & 4th Sun., 1 p. m. Masonic Hall.
A. S. Hurt, Delmar, Del. . . . C.
H. M. Waller, Delmar Del . . S.

446-ATLANTIC CITY, ATLANTIC CITY, N. J., 2d & 4th Sun. 1:30 p. m., Mich. & Atlantic ave.
J. P. Thomas, 556 Ferry av., Camden, N. J. C.
J. H. Lance, Hammonont, N. J. S.

447-CHARTIER'S VALLEY, CARNEGIE, Pa. 1st Sun. 1:30 p.m. 3d Wed., 6:00 p. m., Mason Bldg.
J. J. Daugherty, Sheridanville, Pa. C.
F. R. Thomas, 111 Dickman st. S.

448-BRECKENRIDGE, BRECKENRIDGE, MINN., 1st Sun. 10:30 a. m. 3d Sun. 2:30 p. m., K. P. hall.
T. N. Crowder C.
W. A. O'Kane S.

449-HARRISBURG, HARRISBURG, Pa., 2d & 4th Sun., 1:30 p. m., Fackler's hall, 13th & Derry.
E. Richwine, 349 S. 14th st. . . C.
J. W. Moyer, 1217 Mulberry st.
E. T. Rafferty, 436 Market st.

450-POTOMAC, ALEXANDRIA, VA., 1st & 3d Sat., 8 p. m., Alixa Nat'l Bank, King & Royal sts.
R. H. Sherman, Wellington Va. C.
W. B. Smathers, 116 N. Columbus st. S.

451-HAMLET, HAMLET, N. C., 1st & 3d Sun. 2 p. m. B. L. E. hall.
G. B. Davis box 65 C.
G. B. Sondley, box 317 S.

452-RAILSBACK, RICHMOND, IND. 2d Sun., 2:30 p. m., 4th Sun., 7:30 p. m., Arcanum hall.
M. J. Meagan, 406 N. 9th st. . . C.
V. D. Noland, 119 N. 16th st. . S.
O. E. Weaver, 206 N. 19th st.

453-ENDERLIN, ENDERLIN, N.D., 1st & 3d Sun., 2 p. m., Masonic hall.
W. W. Shaw C.
L. A. Tripp S.

454-HUNTER, MARSHALL, TEX., 1st & 3d Sun. 2 p.m. K.P. hall.
J. E. Powell, 401 Bolivar st. . . C.
W. F. Thompson, 401 Washington st. S.
E. H. Neimeyer, 601 Boliver st.

455-FILLYAW, FLORENCE, S. C., 1st & 3d Sun., 8:30 p. m., Masonic Temple, Evans st.
Thos. H. Harlee, Jr., box 134. C.
L. C. Jones, box 123 S.

456-EVERETT, EVERETT, WASH., 2d & 4th Sun. 8 p.m. I. O. O. F. hall.
F. D. Niles, 2215 Lombard st. . C.
Thos. F. O'Day, 2220 Rdw. . . S.

457-GEORGIA, ATLANTA, GA., every Sun., 2 p.m., Kiser bldg.
W. A. Wooddall, Ft. Valley, Ga. C.
W. L. Alcott, 445 Luckie st. . . S.

458-LAKELAND, LAKELAND, FLA., every Sun. 10 a.m. Masonic hall
J. D. Wadkins C.
W. H. Pugh, box 291 S.

459-MCKINLEY, CHAMPAIGN, ILL., 2d & 4th Tues., 7:30 p. m., Engineers' hall, 26 N. Neil st.
E. G. Johnston, 636 S. Randolph st. C.
M. F. Cooper, 206 W. John st. S.

460-KOKANE, NELSON, B. C., 2d Sun., 14k, Fraternity hall.
T. C. Peck, Midway, B. C. . . . C.
A. Halkett, box 216 S.
J. C. Bradshaw, box 628.

461-WHITEHALL, WHITEHALL, N. Y., 2d & 4th Sun., 3 p. m., Pythian hall.
J. E. Rhoades C.
Geo. A. Hale, box 253 S.
Ovid S. Benjamin.

462-ANTIGO, ANTIGO, WIS., 1st & 3d Sun., 10 a. m., Elks hall.
Edward Cleary C.
Geo. E. Porter S.

463-CALGARY, CALGARY, ALBERTA, 2d & 4th Sun. I. O. O. F. hall
J. R. Dalton, box 531 C.
A. D. Fidler S.

464-BRANDON, BRANDON, MAN., 2d & 4th Sun., 14 o'clock, Foresters' hall, Rosser ave.
Silas R. Smith C.
Thos. Brownlee, box 604 . . . S.
C. R. Rupp.

465-E. SALAMANCA, SALAMANCA, N. Y., 2d & 4th Sun., 2 p. m., Union hall, Main st.
J. J. Kehoe C.
M. Griffin, 76 Foremen st., Bradford, Pa. S.

466-INGOT, HOUGHTON, MICH. 3d Sun., 8 p. m., Hartman's hall.
C. E. Avery C.
H. M. Steffens S.

467-WABASH TERMINAL, CARNEGIE, Pa., 3d Sun., 1:30 p. m., I. O. O. F. hall, Central time.
Leo Rice, Pittsburgh, Pa. . . . C.
J. S. Aiken S.

468-ENID, ENID, O. T., 1st & 3d Sun., 7:30 p. m., Masonic hall. D. M. Hansen, 1800 Maple st. C. W. P. Leslie, 1800 Munroe st. S. J. R. Clover, 1300 Broadway.

469-GARLAND CITY, WATERTOWN, N. Y., 2d & 4th Sat., 8 p. m., K. P. hall, Taggart blk. W. D. Carnes, 97 Franklin st. C. W. M. Raymond, 64 Stone st. S.

470-MISSION, LOS ANGELES, CAL. 1st Fri., 2 p. m., 3d Sat., 8 p. m., 517 S. Broadway, hall No. 4 G. M. Archibald, Gardena, Cal. C. F. Beach, 111 N. Anderson S.

471-MONONGAHELA, PITTSBURG, PA., 2d Sun., 7:30 p. m., 4th Sun., 10:30 a. m., Weber's hall, 27 J. Sarah st., S. S. P. C. McTague, 2807 Sarah st. C. W. R. Williams, North View & Oakley sts. S.

472-FAIRMONT, FAIRMONT W. VA., 1st Sun., 2:30 p. m., 3d Sun., 7:30 p. m., I. O. O. F. hall. P. H. Brumage, 408 Market st. C. W. E. Vannort, 220 Guffey st. S.

473-SHAWMUT, ST. MARY'S, PA., 2d & 4th Sun., 2 p. m., Hall's block. I. T. McAllister, 260 Market st. C. G. M. DeHass, 37 John st. S.

474-COPPER CITY, DOUGLAS, ARI. 1st & 3d Fri. 8 p. m., Masonic hall J. L. Sparks. C. W. H. Preston. S.

475-WHITE RIVER, COTTER ARI. 2d & 4th Sun., 2 p. m., Masonic hall. M. Lynch. C. D. E. Austin. S.

476-OKLAHOMA, OKLAHOMA C'Y, O. T., 2d & 4th Sun., 2 p. m., Eagle's hall, Main & Bdw. W. O. Salisbury, 20 E. 8th st. C. W. L. Hopkins, Saratoga hotel S

477-VIRGINIA, CHARLOTTEVILLE, VA., 2nd & 4th Sat. 7:30 p. m., Odd Fellows' hall, Main st. R. L. Mustoe. C. R. W. Chidress. S.

478-MIZPAH, TONOPAH, NEV., 1st & 3d Sun., 8 p. m., Miners' Union hall, Main st. W. A. Cheek. C. J. G. Polkinghorne. S. W. E. Paul, box 742

479-MILAN, MILAN, MO., 2d & 4th Sun., 2:30 p. m., K. P. hall, G. W. Steward, box 168. C. H. H. Tuttle, box 204. S.

480-PINEY WOODS, SILSBE, TEX. 1st & 3d Sun., 2:30 p. m., K. P. hall. John W. Russ. C. W. J. McGrew. S.

481-TEKOA, TEKOA, WASH., every Sun. 7:30 p. m. Masonic hall J. A. Chidester, box 74. C. T. D. Lake. S.

482-CEDAR VALLEY, CEDAR-TOWN, GA., 1st Mon. 8 p. m. 3d Sun. 2 p. m. O. R. C. hall. C. B. Chapman. C. T. F. Thompson, box 275. S.

483-MINOT, MINOT, N. D., 2nd & 4th Sun., 2:30 p. m. O. R. C. hall, Main st. F. H. Hayes. C. A. L. Hopkins. S.

484-COLONEL LULL, CHAMBERS-BURG, PA., 1st & 3d Sun., 3 p. m., Knights Golden Eagle hall. John Betz, 217 Broad st. C. W. L. Dornberger, 559 Broad. S.

485-ETOWAH, ETOWAH, TENN., every Sun., 2 p. m., O. R. C. hall. I. A. Broome, 383 Auburn av., Atlanta, Ga. C. O. W. Speer, 377 Glenwood av., Atlanta, Ga. S.

486-BOURBON, PARIS, KY., 1st & 3rd Sun., 9:30 a. m. J. W. Throckmorton, 155 Woodland ave. Lexington, Ky. C. H. B. Arnold, 248 Winchester st. S. F. P. Webb.

487-MT. STEPHEN, REVELSTOCK, B. C. 2d Sun. 14:30, Selkirk hall E. S. Bongard. C. J. J. Porter. S.

488-WILLIAMSPORT, NEWBERRY, PA., 2nd & 4th Sun., 1 p. m., I. O. O. F. hall. Wm. L. Eisele, 227 N. 4th st. C. J. F. Cupp, 2113 Linn st. S.

489-RIVIERE DU LOUP, RIVIERE DU LOUP, QUEBEC, 1st & 3d Sun. 7 p. m. B. L. E. hall. A. Arcand. C. F. E. King, box 37. S.

490-PAVONIA, JERSEY CITY, N. J. 1st Wed. & 3d Sun., 2 p. m., Union hall, 4th & Grove sts. C. L. Boughner, box 168 Suffern, N. J. C. J. F. Ferson, 494 Grove st. S.

491-WESTON, WESTON, W. VA., 1st and 3d Sun. 1 p. m. I. O. O. F. hall. J. W. Twyman, 215 No. 7th st., Clarksburg, W. Va. C. W. F. Miles, box 318. S.

492-CANASTOTA, PALMERSTON, ONT., 2d Sun. 2 p. m. A. O. U. W. hall, Main st. F. N. P. Kee. C. P. W. Cordingley. S.

493-MT. UNION, PRESCOTT, ARI. 2d and 4th Sun. 8 p. m., I. O. O. F. hall, Goodwin st. F. L. Burgett, 219 No. Marissa st. C. W. L. Fox, lock box 198. S.

494-WINDSOR, WINDSOR, ONTARIO, 2d and 4th Sun. 2:30 p. m., Fleming Bldg. Salem P. Smith. C. G. Jackson, 114 Goyeau st. S.

495-BATTLEFORD, NORTH BATTLEFORD, SASKATCHEWAN, 2d and 4th Sun. Cameron's hall 14 p. m. J. S. Dalson. C. H. Cameron. S.

496-WAPELLO, OTTUMWA, IA., 2d Sun. 4th Mon 7:30 p. m. B. L. F. Hall. F. H. Hahn, 224 N. McLean. C. F. C. Bell, 401 N. Clay st. S.

497-QUEENS POINT, KEYSER, W. VA., 1st & 3d Sun., 1:30 p. m., Eagle hall. J. J. Burke. C. J. C. Compton, Box 315. S.

498-HILLYARD, HILLYARD, WASH., 2d and 4th Sun. 10 a. m. I. O. O. F. hall. Chris Nelson. C. C. L. Howard. S.

499-OUACHITA VALLEY, MONROE, LA., 2d & 4th Sun. 2 p. m. F. B. Johnson, Alexandria, La. C. F. J. Bailey, 1153 Gould av., Alexandria, La. S. E. E. Young, Alexandria, La.

500-NEW LONDON, NEW LONDON, CONN., 2d & 4th Sun., 2 p. m. Mohan hall. F. W. Newell, 9 Steward st. C. G. L. Spafford, 105 Broad st. S.

501-LOGAN, MURPHYSBORO, ILL. 2nd Sun., 2 p. m., 4th Sun., 7:30 p. m., A. O. U. W. hall. S. 10th st. R. B. Corley, 2012 W. Pine St. C. W. J. Howell, 1805 Logan st. S.

502-WHEELER, ELKINS, W. VA., 1st Sat. 8:30 p. m., 3 Sun. 1 p. m. A. H. Glenn. C. B. F. Knarks, 208 Buffalo st. C. J. O. Summers. S.

504-MONROE, MONROE, N. C., 2d & 4th Sun., 2:30 p. m., Masonic hall. S. H. Green. C. A. L. Dearing. S.

505-HAZLETON, HAZLETON, PA., 1st & 3rd Sun., 2 p. m. Union hall, N. Wyo. st. D. M. Kleckner, Delano, Pa. C. Geo. L. Winters, 430 E. Walnut st. S.

506-FITZGERALD, FITZGERALD, GA., 1st & 3rd Sun., 1:30 p. m., I. O. O. F. hall. F. hall. J. S. Morris. C. M. H. Bronson, 507 W. Jessamine st. S.

507-TEAGUE, TEAGUE, TEX., every Sun. 2 p. m. G. T. Galloway. C. E. Collett. S.

508-HAMMOND, HAMMOND, IND., 2d & 4th Sun. 2 p. m., Weiss hall. H. W. Looby, 203 State Line. C. J. C. Collins, 645 Summer st. S.

509-JOHN STEVENSON, VILLA GROVE, ILL., 1st & 4th Sun. 2 p. m., Woodmans hall. J. R. Sage. C. J. F. Scott. S.

515-TEXOKLA, WICHITA, FALLS, TEX. C. F. Gillette, box 790. C. C. B. Turtton, box 324. S.

General Adjustment Committee Organizations.

C, Chairman

S, Secretary

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BAY R. R.**
J. Findley, Sault Ste Marie
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G. H. Greenaway, Box 62, So.
Frankfort, Mich.....C
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C. F. Rensch, 302 9th st., San
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peka, Kan.....C
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Pa.....C
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Parkersburg, W. Va.....S

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WESTERN R. R.**
J. T. DeFrates, 4038 Flad ave.,
St. Louis, Mo.....C
Chas. Ireland, Box 132, Beard-
town, Ill.....S

**BANGOR & AROOSTOOK
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W. W. Worth, 7 Bremner st.,
Brewer, Maine.....S

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E. L. Hewitt, 506 Walnut st.,
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ave, Indianapolis, Ind.....C
P. A. Powell, 23 Farlow st.,
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BOSTON & ALBANY R. R.
G. A. Merrill, 43 Franklin st.
So. Framingham, Mass.....S
A. W. Edmonds, 13 Alden st.,
Allston, Mass.....L

BOSTON & MAINE R. R.
F. B. Sears, care Union Sta-
tion, Portland, Maine.....C
W. S. Shaw, 173 Pearl st.,
Portland, Maine.....S

**BOSTON, REVERE BEACH &
LYNN R. R.**
F. N. Belcher, Winthrop st.,
Winthrop, Mass.....C
J. R. Whittington, 29 Ashley
ave., East Boston, Mass....S

**BUFFALO & SUSQUEHAN-
NA RY.**

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C. H. Jacobs, Galetton, Pa....S

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KANE R. R.**
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ford, Pa.....C
D. L. Barr, 17 Bishop st.,
Bradford, Pa.....S

**BUFFALO, ROCHESTER &
PITTSBURG RY.**
Wm. Troan, 215 Morrison st.,
DuBois, Pa.....C
S. V. Holahan, 369 Plymouth
ave., Buffalo, N. Y.....S

BURLINGTON SYSTEM.
O. N. Marshall, 143 W. South
st., Galesburg, Ill.....C
J. B. Tanney, 1013 D st., Lin-
coln, Neb.....S

CANADIAN NORTHERN RY.
H. E. Barker, 511 Gertrude
ave., Winnipeg, Man.....C
H. Cameron, North Battleford,
Sask.....S

CANADIAN PACIFIC RY.
W. G. Chester, 536 Bannatyne
ave., Winnipeg, Man.....C
W. C. Risteen, 140 Alfred st.,
Winnipeg, Man.....S

**CENTRAL NEW ENGLAND
RY.**
D. O'Hearn, Canaan, Conn....C
C. E. Hinman, 64 Belden st.,
Hartford, Conn.....S

CENTRAL OF GEORGIA RY.
G. L. Agee, 1327 3d st. Macon,
Ga.....C
J. W. Hall, 157 3d st., Macon,
Ga.....O

**CENTRAL R. R. OF NEW
JERSEY**
L. P. Titus, 165 W. 80th st.,
New York City, N. Y.....C
W. H. Hubble, 537 Adams ave.,
Scranton, Pa.....S

CENTRAL VERMONT RY.
E. N. Hayes, 143 Crystal ave.,
New London, Conn.....C
R. F. Wheeler, Brattleboro, Vt..S

**CHARLESTON & WESTERN
CAROLINA RY.**
G. W. Marshall, 405 Walker st.,
Augusta, Ga.....C
W. A. Wallace, care C. W. & C.
Ry., Augusta, Ga.....S

CHESAPEAKE & OHIO RY.
W. T. Crawford, C. & O. Ry.,
Huntington, W. Va.....C
W. H. Lewis, Clifton Forge, Va.S

CHICAGO & ALTON R. R.
E. B. Watson, 5126 Page
ave., St. Louis, Mo.....C
C. E. Howard, Slater, Mo...S

**CHICAGO & EASTERN ILLI-
NOIS R. R.**
R. L. McLemore, Windsor
Hotel, Rossville, Ill.....C
F. C. Hurst, 423 S. East ave.,
Oak Park, Ill.....S

**CHICAGO & NORTH-WEST-
ERN RY.**

J. B. Carlin, Wakefield, Mich...C
W. B. Parkin, 918 5th st.,
Boone, Iowa.....S

**CHICAGO, CINCINNATI &
LOUISVILLE R. R.**
D. E. Shea, 512 W. 2nd st.,
Peru, Ind.....C
E. E. Smith, 557 W. Main st.,
Peru, Ind.....S

**CHICAGO, GREAT WESTERN
RY.**
A. H. Clark, 3726 Cottage
Grove ave., Chicago, Ill.....O
S. Lee, 1316 Woodland ave.,
Des Moines, Ia.....S

**CHICAGO, INDIANA &
SOUTHERN R. R.**
F. L. Howard, 274 5th ave.,
Kankakee, Ill.....C
F. Grundler, 110 Station st.,
Kankakee, Ill.....S

**CHICAGO, LAKE SHORE &
EASTERN RY.**
H. H. Molyneaux, 9126 Ontar-
io ave., Chicago, Ill.....C

**CHICAGO, MILWAUKEE &
ST. PAUL RY.**
W. J. Durbin, 3326 Cedar st.,
Milwaukee, Wis.....C
Jerry Mullen, 405 Washington
ave., Madison, Wis.....S

**CHICAGO, PEORIA & ST.
LOUIS RY.**
J. W. Wood, 107 S. Glen Oak st.,
Peoria, Ill.....C
Ino. Fitzgerald, 724 N. 9th st.,
Springfield, Ill.....S

**CHICAGO, ST. PAUL, MINNE-
APOLIS & OMAHA R. R.**
I. A. Redmond, 12 Defiel blk.
St. Paul, Minn.....C
C. D. Hopkins, 903 Court st.,
Sioux City, Iowa.....S

CHIHUAHUA & PACIFIC R.R.
A. S. Anderson, Mex. Central
Ry., San Luis Potosi, Mex...C
A. L. Shriner, Apartado 152
Chihuahua, Mex.....S

**CINCINNATI, HAMILTON &
DAYTON RY.**
P. J. Sweeney, 28 Best st.,
Dayton, Ohio.....C
H. S. Beard, Hume, Ill.....S

**CLEVELAND, AKRON & CO-
LUMBUS RY.**
W. E. Miller, Milo, Ohio.....C

COAL & COKE RY.
J. H. Wills, 912 Morris St.,
Charleston, W. Va.....C
J. Y. Sturgeon, 463 Young st.,
Charleston, W. Va.....S

**COLORADO & SOUTHERN
R. R.**
M. O'Connor, 213 Johnson av.,
Trinidad, Colo.....C
G. W. Goff, Box 574, Cheyenne,
Wyo.....S

COLORADO MIDLAND RY.
C. N. Gillette, 215 W. 7th st.,
Leadville, Colo.....C
C. S. Gilbert, 822 E. High st.,
Colorado Springs, Col.....S

COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RY.
G. S. LaTourette, Cameron, Col. C
Wm. Craig, 1820 Colo. ave.,
Colorado Springs, Col. S

COPPER RANGE R. R.
C. E. Avery, C. R. R., R.
Houghton, Mich. C
J. L. Hould, Opechee, Mich. S

CUMBERLAND & PENNSYLVANIA R. R.
C. A. Miller, Mt. Savage, Md. C
G. E. Dunden, Eckhart Mines,
Md. S

CUMBERLAND VALLEY R. R.
E. C. Henneberger, 517 Broad
st., Chambersburg, Pa. C

DELAWARE & HUDSON CO.
W. C. Gurney, 18 Munsell st.,
Binghamton, N. Y. C
I. D. Beattie, Whitehall, N. Y. S

DELAWARE, LACKAWANNA & WESTERN R. R.
J. T. Downey, 61 Sunset ave.,
Utica, N. Y. C
B. L. Bennett, 410 Sullivan st.,
Elmira, N. Y. S

DENVER & RIO GRANDE R. R.
Hugh Long, Box 483, Salida,
Col. C
B. F. Stone, 1956 Broadway,
No. 17, Denver, Colo. S

DENVER, NORTHWESTERN & PACIFIC RY.
Geo. Griffin, 400 E. & C. Bldg.,
Denver, Colo. C
F. S. Spaulding, 3430 Witter
st., Denver, Colo. S

DES MOINES, IOWA FALLS & NORTHERN RY.
J. H. Spencer, 1828 Hewitt st.,
Des Moines, Ia. C
John Johnson, 1214 Mulberry
st. Des Moines, Ia. S

DETROIT, TOLEDO & IRONTON RY.
Van Oren, 90 E. Pleasant st.,
Springfield, O. C

DOMINION ATLANTIC RY.
A. Dickie, Kingsport, N. S. C
D. Goodwin, Truro, N. S. S

DULUTH & IRON RANGE R. R.
H. G. Skinner, Two Harbors,
Minn. C
Geo. L. Woolen 1911 E. 3d st.,
Duluth, Minn. S

DULUTH, MISSABE & NORTHERN RY.
A. Kurtz, Proctor, Minn. C
W. Bemel, Proctor, Minn. S

DULUTH, SOUTH SHORE & ATLANTIC RY.
R. W. O'Neil, 319 E. Hewitt
st., Marquette, Mich. C

ELGIN, JOLIET & EASTERN RY.
H. Yeager, 117 Virginia st.,
Joliet, Ill. C

EL PASO & SOUTHWESTERN SYSTEM.
E. Brown, Tucumcari, N. M. C
J. H. Long, Box 371, El Paso,
Texas S

ERIE R. R.
T. Welch, 17 2nd st., Port
Jervis, N. Y. C
C. E. Stickels, 110 Temple st.,
Owego, N. Y. S

EVANSVILLE & TERRE HAUTE R. R.
W. C. McLean, 916 Upper 8th
st., Evansville, Ind. C

FLORENCE & CRIPPLE CREEK R. R.
Geo. E. Bradbury, Florence,
Col. C
C. W. Thompson, 212 E. 3rd
st., Florence, Col. S

FLORIDA EAST COAST RY.
M. L. Hoover, St. Augustine,
Fla. C
B. P. Wall, 920 W. Duval st.,
Jacksonville, Fla. S

FORT SMITH & WESTERN R. R.
M. F. Redmond, 605 S. 17th
st., Fort Smith, Ark. C

FORT WORTH & DENVER CITY RY.
J. A. Murphy, 414 Louisiana
ave., Ft. Worth, Tex. C

FRISCO SYSTEM (St. L. & S.F.)
C. H. Hasell, 615 W. Walnut
st., Springfield, Mo. C
E. H. Riggs, Cape Girardeau,
Mo. S

FRISCO (IN TEXAS.)
F. E. Davis, 302 Wheeler st.,
Fort Worth, Tex. C
J. W. Anderson, 735 9th ave.,
Ft. Worth, Tex. S

GEORGIA R. R.
J. L. Oliver, Camak, Ga. C
C. L. McLaughlin, Box 8,
Camak, Ga. S

GEORGIA, FLORIDA & ALABAMA.
H. Holst, Cuthbert, Ga. C
J. L. Donaldson, Cuthbert, Ga. S

GEORGIA SOUTHERN & FLORIDA RY.
H. Dickinson, 145 Academy st.,
Macon, Ga. C
J. A. Young, 2nd & Boundary
sta., Macon, Ga. S

GILA VALLEY, GLOBE & NORTHERN RY.
P. Morgan, Globe, Ariz. C
W. Stallard, box 1139, Globe,
Ariz. S

GRAND RAPIDS & INDIANA RY.
H. G. Quivey, 3626 Winter st.,
Fort Wayne, Ind. C

GRAND TRUNK RY.
Thos. Todd, 202 McNabb st.,
N. Hamilton, Ont. C
M. D. Hushin, Stratford, Ont. S

GRAND TRUNK WESTERN.
O. I. Campbell, 621 Marshall
st., Battle Creek, Mich. C
G. P. Jones, 375 Champaign st.,
Detroit, Mich. S

GREAT NORTHERN RY.
W. J. McMillan, 340 Dale st.,
St. Paul, Minn. C
R. E. Landis, Melrose, Minn. S

GREAT NORTHERN RY. OF CANADA.
J. C. Walker, 102 Gould st.,
Toronto, Ont. C

GREEN BAY & WESTERN R. R.
W. E. Secord, Box 233, Kewau-
nee, Wis. C
J. J. Paterick, Box 111, Grand
Rapids, Wis. S

GULF & SHIP ISLAND R. R.
C. S. Williams, Saratoga, Miss. C
S. A. Winburn, Saratoga, Miss. S

GULF, COLORADO & SANTA FE RY.
H. W. Smith, 515 N. 1st st.,
Temple, Tex. C
G. W. Stevens, Harvey House
Silasbee, Tex. C

HOCKING VALLEY RY.
C. Moeller, 371 S. 3rd st., Co-
lumbus, Ohio C
P. C. O'Grady, 47 Jones ave.,
Columbus, Ohio. S

HOUSTON & TEXAS CENTRAL R. R.
C. M. Winkler, Ennis, Tex. C
F. W. Neal, H. & T. C. Ry.,
Ennis, Tex. S

HOUSTON, EAST & WEST TEXAS RY.
J. B. Keefer, 1308 Travis st.,
Houston, Tex. C
J. I. Huff, 1211 Liberty ave.,
Houston, Tex. S

HUNTINGDON & BROADTOP MOUNTAIN R. R.
O. M. Reid, Saxton, Pa. C
G. A. Hickes, Saxton, Pa. S

ILLINOIS CENTRAL R. R.
I. C. Turner, Canton, Miss. C
W. H. Wilson, 1725 22d st.,
Louisville, Ky. S

INDIANAPOLIS SOUTHERN R. R.
E. W. Harris, 14 Adler St.,
Indianapolis, Ind. C
F. J. Carney, 1923 W. Vermont
st., Indianapolis, Ind. S

INDIANAPOLIS UNION RY
J. D. Cooney, 1271 Kentucky
ave., Indianapolis, Ind. C
A. McKern, Room 1, 838 1/2
Meridian st., Indianapolis,
Ind. S

INTERCOLONIAL RY.
R. A. McDonald, Pictou, N. S., C.
J. R. Fisher, Box 495, Truro,
N. S. S

INTERNATIONAL & GREAT NORTHERN R. R.
J. W. Conroy, 2404 Commerce
st., San Antonio, Tex. C
P. Ragan, 202 Broadway, Ft.
Worth, Tex. S

IOWA CENTRAL RY.
A. B. Cowan, 313 3rd ave., W.,
Oskaloosa, Ia. C
E. S. Mabie, 114 N. D. st., Os-
kaloosa, Ia. S

KANAWHA & MICHIGAN RY.
S. P. Tinklepaugh, Box 337,
Middleport, O. C
J. E. Ratliff, Quincy, W. Va. S

KANSAS CITY SOUTHERN RY.
J. McCormick, 1002 E. 7th st.,
Pittsburg, Kan. C
E. E. Ross, Mena, Ark. S

KINGSTON & PEMBROKE RY.
T. H. Funnell, 249 Queen st.,
Kingston, Ont. C
T. H. Healey, 146 Montreal st.,
Kingston, Ont., S

LAKE ERIE & WESTERN R. R.
H. L. Stonecifer, 407 W.
DeWald st., Ft. Wayne, Ind. C
W. A. Reyburn, 210 W. 8th st.,
Peru, Ind. S

LAKE ERIE, ALLIANCE & WHEELING R. R.
C. H. Moore, Market st., All-
iance, O. C

LAKE SHORE & MICHIGAN SOUTHERN RY.
A. V. Newton, 93 W. Oakwood Place., Buffalo, N. Y. C
A. C. Brown, 921 Marion, st., Elkhart, Ind. S

LEHIGH & HUDSON RIVER.
E. B. Pittenger, 10 Randall St., Phillipsburg, N. J. C

LEHIGH VALLEY R. R.
O. D. France, 52 Woodlawn ave., Buffalo, N. Y. C
F. C. Brown, 470 N Main st., Pittston, Pa. S

LOUISIANA & ARKANSAS RY.
A. C. Rynerson, Box 151, Hope, Ark. C
W. H. Taylor, Box 565, Minden, La. S

LOUISVILLE & NASHVILLE R. R.
J. D. Keene, Burnett House, Cincinnati, Ohio. C
L. B. Walts, Box 84, Evansville, Ind. S

LOUISIANA RAILWAY & NAVIGATION CO.
T. M. Brittain, L. R. & N. Co., Shreveport, La. C
A. L. Dennis, L. R. & N. Co., Alexandria, La. S

LOUISVILLE, HENDERSON & ST. LOUIS RY.
H. C. Beatty, 1900 15th st., Louisville, Ky. C
A. D. Pulliam, 817 Cawthon St., Louisville, Ky. S

MACON, DUBLIN & SAVANNAH R. R.
J. J. Harvey, Reeves House, Macon Ga. C
R. C. Garrison, 305 Church st., Macon, Ga. S

MAINE CENTRAL R. R.
G. W. McKennev, 171 Ocean st., Knightville, Me. C
Jas. Lowe, 4 Elm Terrace, Waterville, Me. S

MEXICAN CENTRAL RY.
W. R. Carman, 2d Edeson, 42 Casa, No 2, City of Mexico Mex. C
C. L. Bezanson, Hotel Roosevelt, Monterey, Mex. S

MEXICAN INTERNATIONAL R. R.
J. P. Gleason, Monclova, Mex. C
C. F. Murray, F. C. I. M., Torreon, Mex. S

MEXICAN INTEROCEANIC RY.
J. H. Brohaska, Apartado 1406, City of Mexico, Mex. C
H. G. Sloan, Interoceanic Ry., Jalapa, Mex. S

MEXICAN NATIONAL R. R.
A. V. Peppard, 2nd Galliana, No. 3, San Luis Potosi, Mex. C
W. H. Dunn, Hamilton, Hotel Laredo, Tex. S

MICHIGAN CENTRAL R. R.
John Maher, 211 Seymour st. Jackson, Mich. C
P. H. Whalen, 305 N. Henry st., West Bay City, Mich. S

MINNEAPOLIS & ST. LOUIS R. R.
J. V. McLeod, 20 N. 15th st., Minneapolis, Minn. C
C. H. Nichols, 274 Kent, st., St. Paul, Minn. S

M. St. P. & S. S. M. RY.
N. McEachern, Enderlin, N. D. C
J. Gallagher, Box 588, Gladstone, Mich. S

MINNESOTA & INTERNATIONAL RY.
R. R. Chestney, Brainerd, Minn. C
F. A. Moerke, 613 5th st., Brainerd, Minn. S

MISSOURI, KANSAS & TEXAS RY.
C. E. Whitney, 918 S. Vermont Sedalia, Mo. C
H. N. Reid, 506 E. 10th st., Sedalia, Mo. S

MISSOURI PACIFIC SYSTEM.
W. C. Turner, St. James Hotel, St. Louis, Mo. C
J. C. Ferguson, 1010 E. Locust st. Nevada, Mo. S

MOBILE, JACKSON & KANSAS CITY R. R.
R. L. Jeffries, 717 James st., Laurel, Miss. C
B. B. Gossett, Broad Georgia st., Mobile, Ala. S

MONON (C. I. & L.)
J. B. Condon, 5539 Prairie ave. Chicago, Ill. C
J. O'Mara, 412 N. East st., Indianapolis, Ind. S

MONTPELIER & WELLS RIVER R. R.
B. Fitzgerald, 100 State st., Montpelier, Vt. C
E. W. Felt, Montpelier, Vt. S

NEW YORK & OTTAWA RY.
J. R. Flegg, 36 Lyon st., Ottawa, Ont. C
W. S. Hutt, Santa Clara, N. Y. S

NEW YORK & PENNSYLVANIA R. R.
S. H. Kuhn, Box 165, Shingle House, Pa. C
F. L. Reed, Box 162, Canistota, N. Y. S

NEW YORK CENTRAL & HUDSON RIVER R. R.
Theo. Webster, 208 Union ave., Syracuse, N. Y. C
M. C. Slattery, 1508 Bailey ave., Buffalo, N. Y. S

NEW YORK, CHICAGO & ST. LOUIS R. R.
M. J. Nolan, 389 Liberty St. Connaught, Ohio. C
D. L. Billings, Bellevue, Ohio. S

NEW YORK, NEW HAVEN & HARTFORD R. R.
J. Wall, 20 Cassius st., New Haven, Conn. C
L. C. Bondreau, 106 Newton st., Marlboro, Mass. S

NEW YORK, ONTARIO & WESTERN RY.
P. S. Titus, 160 Wash st., Kingston, N. Y. C
F. Vincent, 21 Hopper st., Utica, N. Y. S

NEW YORK, PHILADELPHIA & NORFOLK R. R.
H. M. Waller, Delmar, Del. ... C

NEW YORK, SUSQUEHANNA & WESTERN R. R.
P. O. Sullivan, Moosic, Pa. C
Wm. Morton, American House, Stroudsburg, Pa. S

NORFOLK & SOUTHERN R.R.
A. W. Hawkins, Roanoke Hotel, Plymouth, N. C. C
J. P. Dean, Box 516, Berkeley, Va. S

NORFOLK & WESTERN RY.
T. A. Gregg, 1103 Patterson ave., Roanoke, Va. C
C. C. Horn, 334 Robinson, ave., Portsmouth, O. S

NORTHERN ALABAMA RY.
C. N. Looney, Sheffield, Ala. ... C
S. A. Floyd, Sheffield, Ala. S

NORTHERN PACIFIC RY.
J. T. Hughes, 403 W. 3rd St., Duluth, Minn. C
D. C. Maxwell, Glendive, Mont. S

NORTHWESTERN PACIFIC RY.
J. K. Smith, 428 8th st., Santa Rosa, Cal. C
J. M. Johnson, Ignacia, Cal. S

OREGON RAILROAD & NAVIGATION CO.
J. J. Butler, Tekoa, Wash. C
H. C. Grady, La Grande, Ore. S

OREGON SHORTLINE R. R.
T. W. Carlton, 569 W. 1st North st., Salt Lake City, Utah. C
O. Miller, Pocatello, Idaho. S

PACIFIC COAST RY.
R. E. Carey, San Luis Obispo, Cal. C
R. Manderschied, San Luis Obispo, Cal. S

P. R. R. LINES EAST OF PITTSBURG AND ERIE.
G. M. Smith, Bowie, Md. C
A. R. Farr, 1334 Seneca st., Buffalo, N. Y. S

P. R. R. LINES WEST OF PITTSBURG AND ERIE.
O. Irwin, 784 Pittsburg, st., New Castle, Pa. C
O. L. Schober, 610 W. 3rd st., Ft. Wayne, Ind. S

PERE MARQUETTE (United States)
F. E. Kent, 561 S. Lafayette St. Grand Rapids, Mich. C
W. H. McVean, Freeport, Mich. S

PERE MARQUETTE (Canada.)
E. N. Drake, St. Thomas, Ont. C
Geo. Hayes, Fort Stanley, Ont. S

PHILADELPHIA & READING RY.
W. L. Eisele, 2243 W. 4th st., Newberry, Pa. C
R. J. Kantner, Tamaqua, Pa. S

PITTSBURG & LAKE ERIE R. R.
J. A. Flake, 330 Chartiers ave., McKees Rocks, Pa. C

PITTSBURG, SHAWMUT & NORTHERN R. R.
I. T. McAlister, 260 Market st. St. Mary's Pa. C
T. J. Snyder St. Marys, Pa. S

QUEBEC & LAKE ST. JOHN RY.
J. Richard, St. Raymond, Que. C

QUEEN & CRESCENT.
(North of Meridian.)
M. C. McNutt, 507 Georgia
ave., St. Elmo, Tenn. C
J. B. Andrus, 609 25th st., N.,
Birmingham, Ala. S

QUEEN & CRESCENT.
(South of Meridian.)
R. L. Wright, 907 Montegut
st., New Orleans, La. C
R. P. Hall, 3002 8th st., Merid-
ian, Miss. S

QUINCY, OMAHA & KANSAS
CITY R. R.
Ed. Morton, 629 Broadway,
Quincy, Ill. C

RIO GRANDE SOUTHERN
R. R.
W. D. Jay, Telluride, Col. C

ROCK ISLAND SYSTEM.
W. Stephens, 2007 E. 36th st.,
Kansas City Mo., C
F. A. Erwin, Dalhart, Tex. S

RUTLAND R. R.
P. T. Donovan, Berwick House,
Rutland Vt. C
M. Wyman, 47 West st., Rut-
land, Vt. S

ST. JOHNSBURG & LAKE
CHAMPLAIN RY.
E. A. Hyde, Swanton, Vt. C

ST. JOSEPH & GRAND
ISLAND R. R.
I. N. Miller, 1514 So. 18th St.,
St. Joseph, Mo., C
J. Knaebel, 1318 Penn st., St.
Joseph, Mo., S

ST. LOUIS, BROWNSVILLE
& MEXICO RY.
W. B. Goode, Care Agt., St. L.
B. & M., Brownsville, Tex., ... C
O. A. Woodson, care Agt., St.
L. B. & M., Brownsville, Tex. S

ST. LOUIS, SOUTHWESTERN
RY.
W. M. Reed, 314 N. Bois
D'Arc st., Tyler, Texas C
D. J. Brannan, 617 E. 2nd ave.,
Pine Bluff, Ark. S

SAN ANTONIO & ARANSAS
PASS RY.
G. W. Ingram, Yoakum, Tex., ... C
J. H. Head, Yoakum, Tex. S

SAN PEDRO, LOS ANGELES
& SALT LAKE R. R.
J. E. McCarty, 150 E. 6th
South st., Salt Lake City,
Utah. C

I. T. Blackman, Milford, Utah, S
SANTA FE, PRESCOTT &
PHOENIX RY.
C. E. Loux, Hotel Congress,
Prescott, Ariz. C

SEABOARD AIR LINE RY.
J. A. Dodson, 625 Effingham
St., Portsmouth, Va., C
W. T. Cox, 621 South st.,
Portsmouth, Va., S

SOUTHERN RY.
R. W. Moore, 66 Rhode Island
ave., N. W., Washington,
D. C. C
T. H. Williams, 1010, W. Main
st., Richmond Va., S

SOUTHERN,
(LOUISVILLE-ST. LOUIS
LINES.)
J. W. McCann, 1018 7th st.,
Louisville, Ky., C
C. E. Rush, 608 S. Seminary
st Princeton, Ind., S

SOUTHERN INDIANA RY.
W. E. Miller, 2023 Chestnut st.,
Terre Haute, Ind. C

SOUTHERN PACIFIC.
(Atlantic System.)
J. W. Forgason, 921 Van Ness
st., San Antonio, Tex., C
S. V. Betters, 517 Hays St.,
San Antonio, Tex. S

SOUTHERN PACIFIC.
(Pacific System.)
S. Veatch, 569 E. Burnside st.,
Portland, Ore. C
W. H. Pitts, Elmira, Cal. S

SPOKANE FALLS & NORTH-
ERN RY.
G. E. Votaw, 02807 Post St.,
Spokane, Wash. C
G. P. Ingraham, So. 544 Spo-
kane st., Spokane, Wash. ... S

STATEN ISLAND RAPID
TRANSIT CO.
W. J. Reeves, Tottenville, N.Y., ... C
T. F. Brennan, 30 Thompson
st., Stapleton, N. Y., S

TACOMA EASTERN RY.
O. A. Clough, Bismarck, Wash., ... C
W. C. Ritter, Bismarck, Wash., ... S

TEMISKAMING &
NORTHERN ONTARIO RY.
J. T. Nidd, 404 Albert st.,
Ottawa, Ont. C
P. J. Murray, Box 67, North
Bay, Ont. S

TERMINAL R. R. ASS'N OF
ST. LOUIS.
W. E. Owens, 3923 N. 25th st.,
St. Louis, Mo., C
O. A. Turnbaugh, 1022 A,
Gratton st., St. Louis, Mo., ... S

TEXAS & PACIFIC RY.
M. S. Bogert, 222 Broadway,
Ft. Worth, Tex., C
M. A. Smith, 1119 Dante st.,
New Orleans, La., S

TEXAS CENTRAL R. R.
A. G. Hawkins, 317 N. 10th st.,
Waco, Tex. C

TIONESTA VALLEY RY.
M. Kemf, Box 505, Sheffield,
Pa. C
John Munson, Sheffield, Pa., ... S

TOLEDO & OHIO CENTRAL
RY.
E. F. Bevan, 57 N. Princeton
Ave., Columbus, Ohio, C

TOLEDO, PEORIA & WEST-
ERN RY.
B. W. Thompson, 506 Fayette
st., Peoria, Ill., C
John Lynch, 208 Reed ave.,
Peoria, Ill., S

TOLEDO, ST. LOUIS &
WESTERN R. R.
J. R. Spollin, 912 Jefferson st.,
Charleston, Ill., C
J. H. Gross, 658 N. Gentry st.,
Frankfort, Ind., S

TONOPAH & GOLDFIELD
R. R.
W. A. Cheek, Tonopah, Nev., ... C
C. H. Needham, Tonopah, Nev., ... S

TORONTO, HAMILTON &
BUFFALO RY.
J. E. Oldfield, 150 Catherine
st., Hamilton, Ont. C
G. Ferguson, 68 Chatham st.,
Hamilton, Ont. S

TRINITY & BRAZOS VALLEY.
C. E. Collett, Teague, Tex., ... C
R. G. Wyatt, Teague, Tex., ... S

ULSTER & DELAWARE R. R.
Stuart Benson, 27 Grand st.,
Oneonta, N. Y., C

UNION PACIFIC R. R.
W. A. Jameson, 3353 Williams
st., Denver, Col., C
H. C. Palmer, 328 No. 16th
st., Kansas City, Kan., ... S

VANDALIA R. R.
W. T. Brown, 37 No. 11th st.,
Terre Haute, Ind., C
Sam'l Moore, 123 Washington
st., Logansport, Ind., S

VERA CRUZ & PACIFIC RY.
W. H. Coleman, Tierra Blanca,
V. C., Mex., S
J. Sterling, Tierra Blanca, V. C.
Mex. S

VIRGINIA &
SOUTHWESTERN RY.
J. C. Kent, 76 Scranton st.,
Bristol, Va., C
G. W. Ryden, 304 8th st.,
Bristol, Tenn., S

WABASH R. R.
E. H. Jones, 6638 Normal ave.,
Chicago, Ill., C
M. L. Ray, 26 Loveland ave.,
Peru, Ind., S

WEATHERFORD, MINERAL
WELLS & NORTH-WEST-
ERN RY.
W. J. Burdge, Box 142, Miner-
al Wells, Tex., C

WESTERN MARYLAND R. R.
T. H. H. Hoover, 820 E. Pres-
ton st., Baltimore, Md., C
G. W. Maurath, 823 N. Patter-
son Park Ave., Baltimore,
Md., S

WESTERN PACIFIC R. R.
H. W. Gibson, 623 W. 2nd
North st., Salt Lake City,
Utah. C
W. H. Campbell, 738 W. 2d
South st., Salt Lake City,
Utah. S

WHEELING & LAKE ERIE
R. R.
F. S. Bodle, 22 Cecil st.,
Massillon, Ohio, C
H. F. Teeters, 10933 Hull ave.,
Cleveland, Ohio, S

WILLIAMSPORT & NORTH
BRANCH.
B. Hodge, Williamsport, Pa., ... C

WISCONSIN CENTRAL RY.
W. A. Redner, 3609 Prairie ave.,
S., Chicago, Ill., C
B. F. Bowen, Abbotsford, Wis., ... S

YAZOO & MISSISSIPPI VAL-
LEY R. R.
J. G. Jones, 302 McLemore ave.,
Memphis, Tenn., C
W. G. Bealand, Peabody
Hotel, Memphis, Tenn., ... S

Ladies' Auxiliary to the Order of Railway Conductors--Directory.

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1-BETHEHEM, CLEVELAND, O., 2d & 4th Thurs., 1 p. m., O. R. C. hall, Pythian Temple. Mrs. S. L. McCutchin, 101 Eddy Road, Cleveland, O. P. Mrs. E. W. Marriott, 1448 E. 88th st. S.	10-FRIENDSHIP, SCRANTON, PA., 2d & 4th Thurs., 2 p. m., over Erie & Wyoming depot, Dun- more, Pa. Mrs. Mary Miller, 116 Green Ridge st. P. Mrs. S. J. Finnerty, 1610 Web- ster ave., Dunmore, Pa. S.	20-LINCOLN, DES MOINES, IA., 2d & 4th Thurs., 2:30 p. m., I. O. O. F. hall, 6th and Locust st. Mrs. C. Keating, 5th & Crock- er sts. P. Mrs. Inis Evans, 733 E Locust S.
2-SURPRISE, DANVILLE, ILL., 1st Wed., 2:30 p. m. I. O. O. F. hall, N. Vermillion st. Mrs. Anna Sanderson, 723 N. Franklin st. P. Mrs. Fannie Church, 913 N. Walnut st. S.	11-ST. LOUIS, ST. LOUIS, MO., 1st & 3d Wed., 2:00 p. m., An- chor hall, Jefferson & Park. Mrs. G. F. Coleman, 4215 Rus- sell ave. P. Mrs. S. Ryan, 4755 Cote Bril- liant ave. S.	23-DENVER, DENVER, COLO., 2d & 4th Fri., 2:30 p. m., I. O. O. F. hall, 1543 Champs st. Mrs. B. F. Baldwin, 1812 Washington ave. P. Mrs. Frank Spaulding, 3430 Witer st. S.
3-CAPITAL CITY, COLUMBUS, O., 1st & 3d Thurs., 2:30 p. m., K. P. hall cor 3d & Main. Mrs. D. C. Condon, 679 Den- nison ave. P. Mrs. E. Higgins, 1339 S. High S.	12-AUTUMN LEAF, BELLEVUE, O. 2d & 4th Wed., 2:00 p. m., B. L. E. hall, Kilbourne st. Mrs. Nellie Zigler, 128 E. Main st. P. Mrs. Daisey Horton, 521 E. Main st. S.	24-ENDEAVOR, DERRY, PA., 2d & 4th Wed., 2:30 p. m., I. O. O. F. hall. Mrs. Minnie Forsha. P. Mrs. Mary Shaffer. P.
4-ANDREWS, ELKHART, IND., 2d Thurs., 2:00 p. m., McCan hall, Main st. Mrs. Emma Darling, 401 Ves- tula st. P. Mrs. Marion Shortley, 215 Washington st. st	13-DESOTO, DESOTO, MO., 2d & 4th Wed., 2 p. m. Jefferson hall. Mrs. W. V. Carson. P. Mrs. H. M. True, box 616. S.	25-MYRTLE, CHICAGO, O., 1st & 3d Tues., 2:00 p. m., B. R. T hall. Mrs. D. T. Lloyd, box 413. P. Mrs. E. M. Forbes. S.
5-ERICKSON, PHILADELPHIA, PA., 2d & 4th Wed., 2:30 p. m., Dental hall, 13th & Arch sts. Mrs. S. Horner, 4021 York Rd. P. Mrs. B. F. Wiltse, 3257 Wood- land ave. S.	14-ENTERPRISE, OTTUMWA, IA. 2d & 4th Wed., 2 p. m., O. R. C. hall, Main & Market sts. Mrs. F. W. Jones, 113 N. Cherry. P. Mrs. C. H. Jandrews, 123 Mor- rell st. S.	26-AURA, COLLINWOOD, O., 1st & 3d Thurs., I. O. O. F. hall. Mrs. Geo. Nolan, 50 St. Clair st. P. Mrs. W. H. Moulton. S.
6-BANNER, TOLEDO, OHIO, 1st & 3d Fri., 2:30 p. m., Pyth- ian Temple, Jefferson & On- tario sts. Mrs. Elizabeth Renshaw, 429 Columbus St. P. Mrs. Millie Myers, Korea Flat No. 9. S.	15-GALESBURG, GALESBURG, ILL., 2d & 4th Wed. 2:30 p. m. K. P. hall, South Cherry st. S. Mrs. G. E. Tracey, 341 N. Cham- bers st. S. Mrs. C. M. Hill, 389 S. Acade- my st. S.	27-LIMA, LIMA, O., 2d & 4th Thurs., 2 p. m., Mitchell hall, N. E. cor. Public Square. Mrs. M. H. Lynch, 612 S. Main P. Mrs. R. W. Peck, 644 S. Elisa- beth st. S.
7-NEWARK, NEWARK, OHIO, 2d & 4th Fri., 2:30 p. m., O. R. C. hall, 17 1/2 S. Side Public sq. Mrs. W. C. Smith, 27 Buena Vista st. P. Mrs. Clare Meanor, 103 s. 1st st. S.	16-ERIE, HUNTINGTON, IND., 1st & 3d Wed., 2 p. m., O. R. C. hall. Mrs. E. Conarty, 21 Lepold st. P. Mrs. W. S. Carr, 195 E. State. S.	28-TURNER, DENISON, TEX., 1st & 3d Thurs., 2:30 p. m. O. R. C. hall. Mrs. J. W. Glenn, 721 N. Houston ave. P. Mrs. J. W. Sale, 800 Main st. S.
8-EASTERN STAR, SUNBURY, PA., 2d & 4th Wed., 2 p. m., Guy- er's hall. Mrs. Sara Conrad, 333 Race st. P. Mrs. Mary Prettyleaf, 228 Pine S.	17-BENEVOLENT, ST. JOSEPH, Mo., 2nd & 4th Fri., 2 p. m., I. O. O. F. Auditorium. Mrs. Cora D. Korner, 315 Market. P. Mrs. Mattie M. Wright, 1406 s. 11th st. S.	29-OLIVE BRAS, McCOMB, Miss. 2d & 4th Thurs. 3 p. m. Mrs. R. E. McInturf. P. Mrs. Inez Shafer. S.
9-ROBT. PITCAIRN, PITTSBURG, PA., 2d & 4th Thurs., 2 p. m., 204 5th ave. Mrs. Fred Murphy, Walls Sta., Pa. P. Mrs. J. A. Reinhart, 201 Miffin ave., Wilkinsburg, Pa. S.	19-MAINE, CHILLICOTHE, O., 2d & 4th Thurs., O. R. C. hall. Mrs. E. R. Brewster, Hira st. P. Mrs. Bertha Williams, 742 E. Main st. S.	30-PROSPECT, GARRETT, IND. Meets 2d & 4th Wed., 7:30 p. m. Red Men's hall. Mrs. O. H. Betts. P. Mrs. Etta Bell, Walsh st. S.
	31-CHEYENNE, CHEYENNE, WYO. 1st & 3d Tues., 2:30 p. m., I. O. O. F. Hall, Eddy st. Mrs. D. M. Carley, 2409 Eddy P. Mrs. J. J. Fitzgerald, 711 E. 18th. S.	35-MT. TACOMA, TACOMA, WASH. 2d & 4th Tues., 2 p. m. Odd Fellows hall, 7th & Pacific av. Mrs. J. R. Calkins, 1144 South "E" st. P. Mrs. Annie Page, 1914 South S. Tacoma av. S.

36-ALBANY, ALBANY, N. Y.,
Alternate Thurs., 2:30 p. m.,
Chancellor hall, 67 S. Pearl.
Mrs. W. J. Randall, 1122 First P.
Mrs. J. P. Kilmer, 1447 Broadway,
Rensselaer, N. Y. S.

37-COLUMBIA, CEDAR RAPIDS, IA,
1st & 3d Thurs., Canfield hall,
2d ave.
Mrs. W. R. Bradley, 511 1/4 1st
ave. E. P
Mrs. I. Nauholz, 716 4th ave. S.

38-GLORIA, OTTUMWA, IA., 1st
& 3d Wed., Firemen's hall, w.
Main St.
Mrs. F. M. Howard, 562 w.
4th st. P
Mrs. F. C. Bell, 401 n. Clay st. S.

39-IDEAL, JACKSON, TENN., 2d
& 4th Thurs., 3 p. m., Elks' hall.
Mrs. Robert T. Phillips, 429 E.
Chester st. P
Mrs. P. C. Callahan, 370 N.
Royal st. S.

40-COLUMBIAN, BUFFALO, N. Y.,
1st & 3d Thurs., 2:30 p. m.,
E. Side Temple, Williams st.
Mrs. R. S. Stance, 132 Walter st.
Mrs. E. B. Matteson, 22 Wason S.

41-ARKANSAS VALLEY, PUEBLO,
COLO., 2d & 4th Thurs., 2 p. m.,
Amherst hall, cor. 2d & Main
Mrs. T. P. Moyer, 19 blk. "M" P.
Mrs. Mayme E. Kelly, 514 W. 5th S.

42-BRIDGE CITY, LOGANSPORT,
IND., 2d & 4th Wed., 2:30 p.
m. Ben Hur hall.
Mrs. Mary Hamilton, 629 Sycam-
ore St. P
Mrs. Lillian Parks, 1830 Mar-
ket st. S.

43-GOLDEN ROD, ATLANTA, GA.,
2d & 4th Wed., 2:30 p. m. K. P.
hall, cor. Pryor and Hunter sts
Mrs. J. G. Garwood, 191 S.
Pryor st. P
Mrs. D. S. Walraven, 184 W.
North ave. S.

44-DETROIT, DETROIT, MICH., 1st
& 3d Thurs., 2 p. m., Bamlet
hall, Grand River & Griswold.
Mrs. J. N. Lovell, box 402,
Winlaw, Ont. P
Mrs. I. N. Padgett, 429 15th S.

45-RAPID TRANSIT, GRAND RAP-
IDS, MICH., 2d & 4th Thurs.,
2:30 p. m., Majestic hall, N.
Park st.
Mrs. Carrie Westover, 79 1st av P.
Mrs. W. O. Bruner, 14 Pleasant S.

46-MARYLAND, CUMBERLAND,
MD., 1st & 3d Thurs., I. O. O.
F. hall.
Mrs. J. W. Pennington, 25
Virginia ave. P
Mrs. Char. Schmutz, 85 High-
land st. S.

47-KEYSTONE, HARRISBURG, PA.
1st & 3d Wed., 2 p. m., Mauks
hall, 6th & Keller st.
Mrs. E. E. Dore, 1941 N. 4th st. P.
Mrs. Mary Bair, 2118 N. 6th S.

48-DIXIE, CHATTANOOGA, TENN.,
1st & 3d Thurs., 2:30 p. m., K.
P. hall, 9th & Ga. ave.
Mrs. R. B. Stegall, box 145 Rose-
ville, Walker Co., Ga. P
Mrs. P. Gorman, 524 Douglas st. S.

49-PROSPERITY, EAGLE GROVE,
IA., 1st & 3d Thurs., 2:30 p.
m. Masonic hall.
Mrs. Geo. Trainor. P
Mrs. W. R. Hammond, bx. 835 S.

50-DELAWARE, WILMINGTON,
DEL., 2d Thurs., 3:00 p. m. Ma-
sonic hall 8th & Market sts.
Mrs. E. M. McCarrall, 708 Lom-
bard. P
Mrs. O. E. Wellman, 1314
S. 51st st., Philadelphia, Pa. S.

51-KEKIONGA, FT. WAYNE, IND.,
1st & 3d Thurs., 2 p. m., 106
Calhoun st., O. R. C. hall.
Mrs. C. T. Matott, 1305 Horace P.
Mrs. W. H. Grout, 2611 Cal-
houn st. S.

52-IVY LEAF, PORT JERVIS, N. Y.,
2d & 4th Thurs., 3:00 p. m.,
Mondon hall, Pike st.
Mrs. Chas. Carley, 6 Brooklyn P.
Mrs. Wm. Luckey, 158 W. Main S.

55-MAGNOLIA, AUGUSTA, GA., 2d
& 4th Tues., 3 p. m., Redmen's
hall.
Mrs. W. W. McDowell, 440 Cal-
houn st. P
Mrs. Thos. Kitchens, 437 Cal-
houn st. S.

56-IRON EMPRESS, ESCANABA,
MICH., 2d & 4th Wed., I. O. O.
F. hall.
Mrs. Elvora Wood, 117 Tilden
ave. P
Mrs. Francis Valentine, 308 S.
Charlotte st. S.

57-HAZEL, HAZELWOOD PA., 1st
& 3rd Wed., 2 p. m., Trust hall.
Mrs. E. E. Ashbaugh, 66 Cust.
st., Pittsburg, Pa. P
Mrs. P. J. Connors, 5252 2d
ave., Pittsburg, Pa. S.

59-MASCOT, BOSTON, MASS., 2d
Wed., 1:30 p. m., Engineers
hall, 164 Canal st.
Mrs. G. E. Marston, 240 River-
side av. P
Mrs. C. P. Wherren, 55 Morton
st., Waltham, Mass. S.

60-JOS. YORK, MEADVILLE, PA.,
2d & 4th Wed., 2:30 p. m., I. O.
O. F. hall, Center st.
Mrs. Sara Hendry, Pine st. P
Mrs. Wm. Rhodes, 373 Sherman
st. S.

61-CHARITY, SIOUX CITY, IA.,
2d & 4th Fri., 2:30 p. m., 5th
& Douglas st.
Mrs. F. J. Hoydar, 1130 22nd P.
Mrs. W. F. Reinsch, 1118 15th S.

65-AFTERYOU, FOND DU LAC,
Wis., 1st & 3d Fri., 2:30 p.
m., G. A. R. hall.
Mrs. C. H. Besan, 406 Wiscon-
sin ave. P
Mrs. C. C. Hall, 153 Cherry st. S.

66-JUANITA, BLOOMINGTON, ILL.,
2d & 4th Thurs., 2:30 p. m.,
Jacoby hall, N. Main st.
Mrs. Ida Partridge, 502 W. Lo-
cust st. P
Mrs. A. Reich, 204 W. Graham
st. S.

67-PINE CONE, PORTLAND, ME.,
2d Fri., 2:00 p. m., Rossini hall.
Mrs. D. J. Murphey, 178 Stev-
ens ave. P
Mrs. E. I. Lowe, 7 Cherry st. S.

68-FOOTE, KANSAS CITY, MO.,
1st & 3d Thurs., 2:00 p. m., Ar-
lington hall.
Mrs. C. W. Fletcher, 17 N. 15th
st., Kansas City, Kan. P
Mrs. J. M. Patten, 104 West-
port ave. S.

70-NONPAREIL, CLINTON, IA., 2d
& 4th Wed., 2:30 p. m., K. P.
hall, 2d st.
Mrs. J. B. Hall, 225 6th av. P.
Mrs. G. Morrison, 626 Stock-
holm st. S.

73-HAND IN HAND, BOONE, IA,
1st & 3d Tues., 2:30 p. m., K.
P. hall.
Mrs. D. W. Whitehead, 328 Mo-
nons st. P
Mrs. D. Patrick, 1522 7th st. P.

75-TRI-CITY, ROCK ISLAND ILL.,
1st & 3d Thurs., 2:30 p. m.
B. L. E. hall, 5th av. & 30th st.
Mrs. A. B. Curtis, 43 st & 7th av. P.
Mrs. C. Hibbard, 2730 7th ave. S.

76-ORTIZ, RATON, N. M., 1st &
3d Wed., 2:30 p. m., Mendel-
sohn hall.
Mrs. Mary Coleman, 800 s. 1st
st. P
Mrs. Mayme Hansbro, 728 a.
2d st. S.

77-POTOMAC, MARTINSBURG, W.
VA., 1st & 3d Mon., 2 p. m.,
I. O. O. F. hall.
Mrs. A. Burkhart, 201 e. John st. P.
Mrs. E. C. Caskey, 635 e. 2d st. S.

78-FIRST CANADIAN, TORONTO,
CAN., 2d & 4th Thurs., 2:30 p.
m., Occident hall.
Mrs. J. Deavitt, 399 Palmers-
ton ave. P
Mrs. Agnes Morrison, 64 Brock S.

79-GENESEE, ROCHESTER, N. Y.,
1st and 3d Wed., 3 p. m.,
Damascus hall.
Mrs. J. D. Shults, 206 Eden-
burgh st. P
Mrs. Eva M. Connor, 29 Vick
Park "A" S.

80-EMPIRE, ELMIRA, N. Y., 2d &
4th Fri., 3:00 p. m., Odd
Fellows Temple, W. Water st.
Mrs. H. Baker, Lower Maple P.
Mrs. W. D. Coe, 1005 Oak st. S.

81-MONUMENTAL, BALTIMORE, MD., 1st & 3d Thurs.,
Wurtsburger's hall.
Mrs. C. Shipley, 208 n. Carey P.
Mrs. L. H. Bender, 1729 North
Montford Ave. S.

82-

83-STAR OF UTAH, OGDEN, UTAH,
1st & 3d Thurs., 2 p. m., K. P.
hall.
Mrs. Fanny King, 314 23d st. P.
Mrs. Lula Campbell, Opera
House blk. S.

84-ANGEL CITY, LOS ANGELES,
CAL., 1st & 3rd Sat. evening,
I. O. O. F. hall, 230 S. Main st.
Mrs. C. M. Hitchens, 1718
Penn av. P
Mrs. J. W. Patten, 437 W. 9th S.

85-SUNFLOWER, PARSONS,
KAN., 1st & 3d Thurs., 2:30 p.
m., A. O. U. W. No. 1 hall.
Mrs. Rebecca Jones, 212 a. 16th P.
Mrs. Jennie Hudson, 1824 Craw-
ford ave. P
Mrs. Olive Walls, 1513 Belmont S.

86-CORROFIS, LINCOLN, NEB.,
2d & 4th Thurs., 2:30 p. m.,
Walah Hall, 141 S. 12th st.
Mrs. J. H. Chandler, 1944 "L" P.
Mrs. C. H. Holts, R. R. No. 6. S.

87-HOUSTON, HOUSTON, TEX.,
1st & 3d Wed., 2:30 p. m., Red
Men's hall, 805 1/2 Main st.
Mrs. M. E. Ferguson, cor. Buf-
falo & German sta. P
Mrs. W. Munzer, 923 Eighth st. S.

88-LAKEMONT, ALTOONA, PA.,
1st & 3d Thurs., 2 p. m.,
1321 11th ave.
Mrs. Angie McCormick, 819
1st ave. P
Mrs. Mary Vance, 1309 11th st. S.

90-GRANDER, JACKSON, MICH.,
1st & 3d Wed., 2:30 p. m. Webb
blk., Jackson st.
Mrs. Jennie Turrell, 613 Cot-
tage av. P
Mrs. Clara McCain, 312 w. Ma-
son st. S.

91-OREGON, PORTLAND, ORE.,
2d & 4th Tues., 2:30 p.m. K. P.
hall, cor 11th & Alder sts.
Mrs. Frank Weidner, 835
Cleveland ave. P.
Mrs. Abbie L. Crocker, 985
Front st. S.

92-VILAS, VILAS, PA., 2d & 4th
Fri., 2 p.m., I. O. O. F. hall.
Mrs. Ida Kissell P.
Mrs. Anna Stutsman, box 75. S.

93-MERRIMACK, CONCORD, N. H.,
1st Tues. 10:30 a. m.
W E. Marston, Short st. P
Mrs. H. B. Eaton, 24 Thomp-
son st. S

94-LAKE CITY, ERIE, PA., 1st & 3d
Thurs. 2:30 p. m., Engineers'
Hall, 1220 State st.
Mrs. Alice Comerford, 665 W.
17th st. P.
Mrs. Margaret Ruhling 660 E.
19th st. S

95-ARBUS, EAST SYRACUSE.
N. Y., 2d & 4th Tues., 2:30 p.
m., Masonic hall. Perry block.
Mrs. C. Hughes, Center st. P.
Mrs. B. Hilleges, Yates st. S.

96-OLIVE BRANCH, MCKEN'S
ROCKS, PA., 1st & 3d Thurs., 2
p. m., Fraternal hall.
Mrs. S. Schofield, 505 Ella-
worth st. S.
Mrs. M. Collins, 110 6th st., Es-
slen, Pittsburg, Pa. S.

97-AURORA, AURORA, ILL., 2d &
4th Thurs., 2:30 p. m., Charle-
magne.
Mrs. Mary Yonker, LaSalle st. P.
Mrs. Hattie Lindsay, 260
Spring st. S.

98-COMO, ST. PAUL, MINN., 1st
& 3d Thurs., 2:30 p. m., Bowl-
by hall, 6th & Robert sts.
Mrs. T. R. Simpson, 960 Port-
land ave. P.
Mrs. J. E. Roper, 697 Laurel. S

99-CRYSTANTHEMUM, OSAWATO-
MIE, KAN., alternate Thurs.,
2:30 p. m., Eagle hall.
Mrs. M. Rutter. c. P.
Mrs. E. H. Clark, box 843. S.

100-WHITE CITY, CHICAGO, ILL.,
2d & 4th Thurs., 2 p. m., Hall
512, Masonic Temple.
Mrs. J. M. Sewell, 557 W. 65th
st., Sta. O. P.
Mrs. J. Scott, 7326 Woodlawn
av. S.

101-FLOUR CITY, MINNEAPOLIS,
MINN., 1st & 3d Thurs., 2:30 p.
m., K. P. hall, Masonic Temple.
Mrs. Mary Langan, 2741 Fre-
mont ave., S. P.
Mrs. W.A. Marks, 3000 Harriet
ave. S

102-MISSISSIPPI, WATER VALLEY
MISS., 2d & 4th Wed., home of
Sister Geo Hadaway. 9:15a.m.
Mrs. T. J. Binford, Wood st. P
Mrs. A. F. McNeil, 8 Church st. S.

103-INDIANAPOLIS, INDIANAPOL-
IS, IND., 1st & 3d Mon., 2 p.
m., O. R. C. hall.
Mrs. A. Morrison. 2411 E.
Washington st.
Mrs. Emma Joslin, 1209 E.
Vermont st. S.

104-PRIDE OF STREATOR, KAN-
KAKEE, ILL., 1st & 2d Thurs.,
2 p. m., Castle hall E. av.
Mrs. Jennie Howard, 5th av. P.
Mrs. A. M. Gardner, 542 In-
diana ave. S.

105-JEWETT, NEW ORLEANS, LA.,
1st & 3d Mon., I. O. O. F. hall.
Mrs. R. W. Smith, 4017 Canal P.
Mrs. C. W. Bradley, 1717 3d st. S.

106-TYGARD, FT. WORTH, TEX.,
2d & 4th Thurs., 2:30 p. m., A.
O. U. W. hall, cor. 4th & Main
Mrs. W. R. Bell, 304 Bdw. P
Mrs. W. N. Foster, 1406 E. 1st S.

107-CITY OF OAKS, OAKLAND, CAL.
1st & 4th Thurs., 2:30 p. m.,
Fraternity hall, 7th & Peralta.
Mrs. Mae Goodwin 914 e. 15th P.
Mrs. Bertha Byers, 1410 9th st. P.

108-CARNATION, SPRINGFIELD,
ILL., 1st & 3d Wed., 3 p. m.
Odd Fellows hall, 4th & Monroe
Mrs. Minnie Nash, 816 S. 9th. P.
Mrs. Kate Castles, 1317 S. 6th
st. S.

109-PENELOPE, MERIDIAN, MISS.
2d & 4th Thurs., 2 p. m., K. P.
hall.
Mrs. Howard Langford, cor.
10th st. & 36th ave. P.
Mrs. J. B. Ramsey, 1513 25th S.

110-WHITE ROSE, SAVANNAH,
GA., 1st & 3d Thurs., K. P.
hall, York & Banard sts.
Mrs. E. R. Carswell, 641 34th. W. P.
Mrs. R. L. Brake, 639 34th st. W. S.

112-FERN CLIFF, YOUNGWOOD,
PA., 1st & 3rd Wed., 2:30 p.m.
Sells hall.
Mrs. Ada Nepper, Turtle Creek,
Pa., box 395. P.
Mrs. Ella Repper, box 395 Tur-
tle Creek, Pa. S.

114-GREEN BAY, GREEN BAY,
Wis., 1st & 3d Tues., 3 p. m.
K. P. hall
Mrs. F. H. Seymour, 802 Cora st. P.
Mrs. John Myers, 501 Mather
st., W. Green Bay, Wis. S.

115-IMPERIAL, UTICA, N. Y., 1st
and 3d Wednesdays, 1st Wed.
afternoon, 3d Wed. eve., Roy-
al Arcanum Temple, Devereux
st.
Mrs. Sara Sweeney. P.
Mrs. W. J. Morris, 14 Johnson
Park. S.

116-YUARDA, NEWTON, KAN.,
2d & 4th Fri., 2:30 p. m.,
K. P. hall.
Mrs. M. J. Malony E. 4th st. P.
Mrs. Emma McNeil, 315 W 6th st. S.

117-ALABAMA, BIRMINGHAM, Ala.,
1st & 3d Weds. 2:30 p. m. C.
O. B. hall.
Mrs. J. E. Berry, 2008 1/2 1st av. P.
Mrs. C. A. Hardwick, 1830 14th
ave. N. S.

121-DEWEY, CENTRALIA, ILL.,
2d & 4th Thurs., 3:00 p. m.,
I. O. O. F. hall.
Mrs. Wm. Rupp, 416 W. Broad-
way. P.
Mrs. W. E. Redus, 416 w. 2d
N st. S.

122-EASTER LILY, PEORIA, ILL.,
2d & 4th Wed., 2:00 p. m.
Schuellerbacker Hall, 110 S. Ad-
ams st.
Mrs. Vallie Hall, 7th Ave. P.
Mrs. Flora Peterson, 510 Mill-
man st. S.

123-VOLUNTEER, AUSTIN, MINN.,
2d & 4th Wed., 7:30 p. m.,
German hall, E. Water st.
Mrs. Fannie Terry, 418 E.
Bridge st. P.
Mrs. M. E. Warfield, 611 1st N. S.

125-MONETT, MONETT, MO., 2d
& 4th Wed., 2:30 p. m., Ma-
sonic hall.
Mrs. Mary Weightman. P.
Mrs. Lolo Wilkerson. S.

126-L. M. ALLEN, FT. SCOTT,
KAN., 2d & 4th Fri., 2:30 p.
m., Union hall.
Mrs. Maud Rountree. S.
Florence Richards, 102 S Hill. S.

127-JUSTICE, MURPHYSBORO, ILL.
2d & 4th Fri., 2:30 p. m., I. O.
O. F. hall.
Mrs. C. T. Smith, 1818 Walnut P.
Mrs. R. Breneman, 2032 Pine S.

128-GOLDEN RULE, DODGE CITY,
KAN., 1st Thur 2:30 p. m.,
Masonic hall.
Mrs. Kitty Pond, Bx 168. P.
Mrs. Emma Corey, box 263. S.

129-GRAND VALLEY, GRAND
JUNCTION, COL., 2d & 4th
Thurs., Elks hall.
Mrs. Elizabeth Bedwell, 221
White ave. P.
Mrs. Sarah McHugh, 242 Pit-
kin ave. S.

131-BURNS, CRESTON, IOWA, 2d
Thurs., 2:30 p. m., Gibson hall
Pine st.
Mrs. A. P. Haley, S. Birch st. P.
Mrs. Sadie Lowery, 308 N. Y. av. S.

133-DONNER, SACRAMENTO, CAL.,
1st & 3d Mon., 8 p. m., Odd
Fellows hall.
Mrs. Celia Fisher, 1103 "Q" st. P.
Mrs. Alice Wright, 713 N. Y. st. S.

134-YELLOW ROSE, PALESTINE,
TEX., 2d & 4th Tues., 2:30
p. m., K. P. hall.
Mrs. Robt. Hardman 707
Magnolia st. P.
Mrs. B. Bridgewater, 212 Rea-
gan st. S.

135-MOUNTAIN CITY, RENOVO
PA., 2d & 4th Thurs., 2 p. m.,
I. O. O. F. hall, 2d floor.
Mrs. L. M. Haupt. P.
Mrs. Sarah E. Bresler, bx. 247. S.

137-LONE STAR, CLEBURNE, TEX.
1st & 3d Wed., 2:30 p. m.,
Red Men's hall.
Mrs. Richard Clements, 512
North Anglin st. P.
Mrs. A. B. Honeycut, 817 N.
Anglin st. S.

138-QUEEN CITY, CINCINNATI,
O., 2d & 4th Thurs., 2 p. m.,
Douglas hall.
Mrs. M. Sullivan, 716 W. 9th. P.
Mrs. Belle Whitcomb, 2903
Price ave. S.

139-HOWARD, MILWAUKEE, WIS.
1st & 3d Wed. 2 p. m. I. O.
O. F. Temple Grand ave.
Mrs. Elizabeth Sykes, 21 Mar-
tin Plats. P.
Mrs. Clara R. Cooper, 400 21st. S.

140-NARROWS, CUMBERLAND,
Md., 2d & 4th Thurs., White's
hall, Virginia ave. 2 p. m.
Mrs. R. A. Compton, No. 4
Browning st. P.
Mrs. J. C. Crogan, 122 Grand
ave. S.

142-NEW YEAR, SPRINGFIELD,
Mo., 2d & 4th Tues., 2:00 p.
m., K. P. hall, Commercial st
Mrs. Joe Sence, 2048 Washing-
ton ave. P.
Mrs. Clara E. Poland, 1527
Summit ave. S.

143-SYRACUSE, SYRACUSE, N.Y.,
2d & 4th Wed., 2 p. m. G. A.
R. hall
Mrs H. H. Darling, 204 Fitch P.
Mrs. J. W. Beathard, 505 King st.
..... S.

144-WILLING WORKERS, KNOX-
VILLE TENN., 1st & 3d Wed.,
2 p. m. French & Roberts
Hall, cor. Gay & Depot.
Mrs. J. P. Keith 206 E. Scott P.
Mrs. J. W. Beathard, 505 King

147-MARGARET, EAST LAS VEGAS
N. M., 1st & 3d Wed.,
K. P. hall
Mrs. Mrs. Ida Pritchett..... P.
Mrs. J. M. Leseney, 4th st.... S.

148-Mrs. J. H. MOORE COLORADO
CITY, COLO., 2d & 4th Fri.
Woodmans hall, Colorado Sp.
Mrs. Mary Hamilton, 919 S.
Conjosee st. P.
Mrs. Ella Robert, 1633 Hays
st., Colorado Springs, Col... S.

149-CENTURY NORTH PLATTE,
NEB., 1st Wed. K. P. hall.
Mrs. Mary Cunningham..... P.
Mrs. Ella B. Weir, Box 184.... S.

150-SEGO LILY, SALT LAKE CITY,
UTAH, 2d & 4th Thur. 2:30 p.
m., K. P. hall, 261 S. Main st.
Mrs. Adeline Walker, 309 N.
2d West..... P.
Mrs. Sadie Hays, 127 W. 1st No. S.

152-NIPHO TUSCUMBIA, ALA.,
1st & 3d Thurs. 2 p. m., Pythian
hall.
Mrs. R. L. Price..... P.
Mrs. J. B. McCorty..... S.

153-STELLA, DECATUR, ILL., 2d
& 4th Wed. K. P. hall.
Mrs. W. Scott, 967 Eldorado. P.
Mrs. Ina M. Bump, 420 e.
Marietta st..... S.

154-NEW CENTURY, FRESFORT,
ILL., 2d & 4th Fri., 2:30 p.
m., I. O. O. F. hall.
Mrs. Mary Jones, 154 Liberty. P.
Mrs. M. T. Goodwin, 4 Union... S.

155-SWITZERLAND, M A U C H
CRUNK, PA., 1st & 3d Thur.,
3 p. m., I. O. O. F. hall.
Mrs. Emma Mumbower, Cen-
ter st..... P.
Mrs. W. Batdorf, 344 South st. S.

157-SHELBY DUNN, EVANSVILLE,
IND. 2d & 4th Thur., 2 p. m.
Dickman hall, 4th st.
Mrs. J. W. Erwin, 206 Arling-
ton st..... P.
Mrs. L. B. Walts, 708 Upper
3d st..... S.

158-FIDELITY CHILLICOTHE, ILL.,
1st & 3d Fri., 2:00 p. m.,
Daugherty's & Frederick's
hall.
Mrs. Rose Sorrick..... P.
Mrs. Mary E. Anderson, R.R. 33 S.

159-THE GOLDEN WEST, GRAND
FORKS, N. D., 1st & 3d Tues.
3:30 p. m. K. P. hall.
Mrs. J. M. Cooper, 312 Chest-
nut st..... P.
Mrs. W. A. Hill, 210 N. 7th... S.

160-HIGH ROCK, HAGERSTOWN,
MD., 2d & 4th Thurs., Hose
hall, S Potomac st.
Mrs. D. P. Blair, 18 Foundry. P.
Mrs. B. B. Bender, 140 E.
Franklin st..... S.

162-WYNOMA, HAYLETTVILLE, I.
T., 1st & 3d Wed., Thur., Kali
Inla bldg.
Mrs. Martha Wells..... P.
Mrs. E. F. Pierce..... S.

163-ELLA STONE, SEDALIA, MO.,
1st & 3d Thur., 2:30 p. m. K.
P. hall, E. 5th st.
Mrs. Douglas Hughes, 1101 S.
Ohio..... P.
Mrs. J. A. Hukill, 714 E. Bdwy. S.

164-BINGHAMPTON, BINGHAMPTON,
N. Y., 2d & 4th Thur.,
2:30 p. m., Parlor City I. O. O.
F. hall, 299 Chenango st.
Mrs. A. P. Smith, 257 Chenan-
go st..... P.
Mrs. E. Benedict, 569 State st.. S.

165-PROSPECT POINT, TRINI-
DAD, COLO., 1st & 3d Fri., 2:30
p. m., Odd Fellows hall.
Mrs. Anna Drake, 240 Oak st. P.
Mrs. J. W. Staley, 500 E. Main S.

166-HINKLEY, RAWLINS, WYO.,
1st Tues., 2:30 p. m. K. P. hall.
Mrs. Eva Joyce..... P.
Mrs. L. H. Wright, box 169.... S.

167-PALM, MONTGOMERY, ALA.,
alt. Wed. 3 p. m., K. P. hall.
Mrs. J. M. McDowell, R. F. D.
No. 3..... P.
Mrs. J. C. Elliott, 325 Catoma. S.

168-VICTOR, SAYRE, PA., 2d &
4th Thur., B. R. T. hall, Tal-
madge blk., Elmer ave.
Mrs. Amelia Dunn, 312 Che-
mung st..... P.
Mrs. May Brougham, 415 Stev-
enson st..... S.

169-MAPLE LEAF, HAMILTON,
ONT., 1st & 3d Wed., A. O. U.
D. hall, 26 McNab st.
Mrs. Thos. Pegg, 265 York st.. P.
Mrs. William Cameron 266
McNab st..... S.

171-OKEEMA, SAPULPA, I. T., 1st
& 3d Mon. 2:30 p. m. Eagles
hall.
Mrs. Lola Hatfield..... P.
Mrs. Maud Van Ness, box 577. S.

172-DAYLIGHT SPECIAL, CLINTON,
ILL., 2d & 4th Tues., 2:30 p.
m., B. of L. F. hall.
Mrs. Nellie Daniels..... P.
Mrs. Susie I. Millan, s. East st. S.

174-EDGAR E. CLARK, MACON,
GA., 1st & 3d Wed., O. R. C.
hall, Polar st.
Mrs. G. L. Agee, 1327 3d st... S.
Mrs. F. F. Martin, 461 2d st... S.

175-STANDING ROCK, MENA, ARK.,
2d & 4th Wed. 2:30 p. m.
Tobin hall, 5th st.
Mrs. Siota Butts..... P.
Mrs. Josie C. Allen, box 278... S.

176-CAPE ROCK, CAPE GIRAR-
DEAU, MO.
Mrs. Grace Brownfield, 225 S.
Spanish st..... P.
Mrs. Eva Philipson, 210 Fred-
erick st..... S.

177-N. D. MAHER, BLUEFIELD,
W. VA., 2d & 4th Wed., 2:30 p.
m. Red Mens hall,
Mrs. E. M. Lyons, Rogers st... P.
Mrs. J. R. Johnson, 33 Rogers S.

178-FAIRVIEW, CARBONDALE, PA.,
2d & 4th Tues., I. O. O. F.
hall, s. Church st.
Mrs. Edna M. Harvey, 234
Caanan st..... P.
Mrs. Mary C. Miller, 13 Drum-
mond ave..... S.

179-ODY, PITCAIRN, PA., 2nd &
4th Fri., 2 p. m., Hobbes hall,
Pitcairn, Pa.
Mrs. J. S. Linglebaugh..... P.
Mrs. W. A. Himstead, Middle
ave..... S.

180-PASS CITY, EL PASO, TEX.,
1st & 3d Thur., 2:30 p. m., O'
R C. hall.
Mrs. Flora Graves, 1001 n.
Florence st..... P.
Mrs. Sadie A. Castles, 909 Ma-
goffin ave..... S.

181-OKLAHOMA, SHAWNEE, O.
T., 1st & 2d Mon., 8:00 p. m.
G. A. R. hall.
Mrs. Bruce Hayes, box 614.... P.
Mrs. Wm. H. Harrah, 110 n.
Oklahoma st..... S.

182-UNITY, SHERREPORT, LA.,
2d & 4th Tues. 2:30 p. m., K. P.
hall, Market st.
Mrs. Alice K. Dean 604 Dashiell
st..... P.
Mrs. Nora Proud, 344 Caperton
st..... S.

183-LOVENIA CLARE, WATER-
LOO, IA., 2d & 4th Fri., 2:30 p.
m., B. L. E. hall.
Mrs. Nellie Sornborger, 321 Al-
mond st..... P.
Mrs. Alice Lorden, 601 Logan
ave..... S.

184-PERSEVERANCE, EAST ST.
LOUIS, ILL., 2d & 4th Wed.,
Music hall, 2 p. m.
Mrs. L. W. Cherrington, 621
Summitt ave..... P.
Mrs. W. C. Walkup, 2717 Bond
ave..... S.

185-GRM OF THE MOUNTAINS,
POCATELLO, IDAHO, 1st & 3d
Thur., 2:00 p. m., Masonic hall.
Mrs. Mae Murphy, 556 Wyeth P.
Mrs. Emma Hughart, 710 E.
Center st..... S.

186-IRON QUEEN, TWO HAR-
BORS, MINN., 1st & 3d Tues.
2 p. m., K. P. hall.
Mrs. Bessie B. Boston, bx. 425. P.
Mrs. E. O'Rourke, box 803... S.

188-HARTFORD, HARTFORD, CONN.
1st & 2d Mon. 8 p. m. G. A.
R. hall, Times bldg.
Mrs. Y. A. Dailey, 19 Hamilton. P.
Mrs. P. Russell, E. Hartford,
box 205..... S.

189-TWIN CITY, DENNISON O.,
2d Wed., 2 p. m., 4th Sat. 7:30
p. m., Golden Eagle hall.
Mrs. H. S. Aiken..... P.
Mrs. A. M. Bier..... S.

190-DIAMOND, JOLIET, ILL., 1st
& 3d Thur. 2:30 p. m. Castle hall
Mrs. Kittie Sherwood, 320 Lan-
dan ave..... P.
Mrs. Della Norris, 1605 e. Wash-
ington st..... S.

191-ESCHSCHOLITZ, KERN
CAL., 2d & 4th Wed., 8:00 p.
m., K. P. hall.
Mrs. Ines Wallace, 520 "M" st. P.
Mrs. Nellie Guilfoyle, 514 "N". S.

192-LAUREL, BRECKEN-
RIDGE, MINN., 1st & 3d Tues.,
2:30 p. m., Masonic hall.
Mrs. Edna Laird, 211 N. 4th st. P.
Mrs. Minnie O' Kane 220 a. 4th. S.

192-WESTERN STAR SUPERIOR, Wis., 1st & 3d Tues., 2:30 p. m., Odd Fellows Temple.
Mrs. Amos Tullis.....P.
Mrs. W. C. Dossie, 1617 Tower ave.....S.

194-EUREKA, YOUNGSTOWN, O., 2d & 4th Wed., 2 p. m., Old Carpenter's hall.
Mrs. Ed. Reese, 1041 Wilson av. P.
Mrs. John Clemens, 150 Marion S.

195-CHICKASAW, MEMPHIS, TENN., 1st & 3d Tues., I. O. O. F. bldg.
Mrs. A. B. Middlebrook, 183 E. Georgia ave.....P.
Mrs. G. A. Robinson, 1244 College st.....S.

196-ANTHRACITE, TAMAQUA, PA., 1st & 3d Thur., 2 p. m., I. O. O. F. hall, Broad st.
Mrs. E. Gressinger, E. Broad st.....P.
Mrs. T. W. Minier, Cor. Broad & Lehigh.....S.

197-COKE REGION, CONNELLSVILLE, PA., 1st & 3d Wed., I. O. O. F. hall.
Mrs. Carry Bittner, 153 Arch. P.
Mrs. J. R. Dunlap, 408 Cedar S.

198-PHIL SHERIDAN, SHERIDAN, WYO., 1st & 3rd Thurs., 2:30 p. m., K. P. hall.
Mrs. Lena Baker, box 653....P.
Mrs. Ethel Barr, 468 Marion st. S.

199-LA RUE, NASHVILLE, TENN., 1st & 3d Wed., 2:00 p. m., Odd Fellows hall, Church & 6th ave. N.
Mrs. Geo. Adams, 304 12th av. S. P.
Mrs. B. F. Jones, 1403 Sigler st. S.

200-MANHATTAN, NEW YORK CITY, 2d & 4th Thurs., 2:30 p. m., Corinthian hall, Terrace Garden.
Mrs. J. E. Hutchinson, 149 S. 11th ave., Mount Vernon, N. Y.....P.
Mrs. T. F. Coughlin, 748 Atlantic st Stamford Conn...S.

201-WABASH, MOBERLY, MO., 2d & 4th Tues., Kotzwied bldg.
Mrs. M. B. Cowan, 218 S. Williams st.....P.
Mrs. L. C. Wulscheger, 123 E. Elizabeth st.....S.

203-ANNA F. CONLISK, HILLSBORO, TEX., 1st Wed., 2:30 p. m., B. R. T. hall.
Mrs. Dora McKee, 209 Mathew ave.....P.
Mrs. W. P. Williams, 229 S. Waco st.....S.

204-ALFALFA, DALHART, TEX., 1st & 3d Thur., 2:30 p. m.
Mrs. C. Gilbert.....P.
Mrs. J. A. Cook.....S.

206-TINSMAN, TRENTON, MO., 2d & 4th Wed., I. O. O. F. hall.
Mrs. Olga Meranda, 302 Lincon P.
Mrs. Hattie Bailey, 209 Marble S.

207-ROCKY MOUNTAIN, MISSOULA, MONT., 1st Thur. eve & 3rd Wed. afternoon, Firemen's hall, West Main st.
Mrs. Anna Byall, 425 N. 3d st. P.
Mrs. Hattie B. Murray, 419 Alder st.....S.

208-ORANGE BLOSSOM, SAN BERNARDINO, CAL., 2nd & 4th Thurs., 2:00 p. m., Native Sons hall.
Mrs. Alice Mathews, 244 Carter P.
Mrs. F. C. Phillips, 855 6th st...S.

209-ST. ELMO, ST. ELMO, ILL., 1st & 3d Thur., 2:30 p. m. I. O. O. F. hall.
Mrs. Lida Henderson, box 367 P.
Mrs. A. W. Stanford, Salem, Ill. S.

210-HOPE, PRINCETON, IND., 2d & 4th Wed., 2 p. m., K. P. hall.
Mrs. Wm. Munier, 319 W. Munroe st.....P.
Mrs. Chas. Chamberlain, 818 S. Main st.....S.

211-VIOLET, SALAMANCA, N. Y., 1st & 3d Thur., 2:30 p. m., Union hall, Main st.
Mrs. Mary Stoddard, 45 River P.
Mrs. Lida Wornack, 23 Clinton st.....S.

212-SAN ANTONIO, SAN ANTONIO, TEX., 1st & 3d Fri., 3 p. m., K. P. hall.
Mrs. C. W. Seamands, 713 Morales st.....P.
Mrs. H. C. Gillett, 326 Sherman st.....S.

213-PARKINSON, HORNELL, N. Y., 2nd Thursday., 2 p. m., B. L. E. hall, Main st.
Mrs. Sarah Parkinson, 42 E. Main st.....P.
Mrs. Electa L. Pratt, 221 Main S.

214-RIVERSIDE, ASHTABULA, O., 1st & 3d Wed., 2 p. m., Tyler block, Main st.
Mrs. Minnie McBride, 13 Nathan P.
Mrs. Anna Dennis, 344 West. S.

215-THOMAS FITZGERALD, FAIRMOUNT, W. VA., 1st & 3d Thur., Odd Fellows hall.
Mrs. F. H. Brumage, Market st., 1st ward.....P.
Mrs. W. R. Riggs, Ogden av...S.

216-SEATTLE, SEATTLE, WASH., 1st & 3d Fri., Carpenters hall, 4th & Pine st.
Mrs. Rosamond Tieman, 206 Summitt ave. N.....P.
Mrs. Margaret E. Heffron, 206 Taylor ave.....S.

217-PINE BLUFFS, CHADRON, NEB., 1st & 3d Tues.
Mrs. Maggie Donahue.....P.
Mrs. Phoebe Niles.....S.

218-CHAMPAIGN, CHAMPAIGN, ILL., 2d & 4th Thurs., 2:30 p. m., Engineers' hall.
Mrs. J. I. Patterson, 213 W. Vine st.....P.
Mrs. M. F. Cooper, 206 W. John S.

219-YOSEMITE, FRESNO, CAL., 1st & 3d Wed., 7:30 p. m., K. of Columbus hall.
Mrs. S. E. Henderson, 110 Theta st.....P.
Mrs. Nellie Wilson, box 1284...S.

220-EAST ROCK, NEW HAVEN, CONN., 1st & 3d Thurs., I. O. O. F. hall, 95 Crown st.
Mrs. W. B. Perkins, 603 State st. P.
Mrs. T. Hinchy, 122 Rosette st. S.

221-PEERLESS PRINCESS, WICHITA KAN., 1st & 3d Wed., 2:30 p. m., Maccabee hall.
Mrs. Elizabeth Nichols, 244 Pattie ave.....P.
Mrs. D. M. DeFrance, 243 N. Waco ave.....S.

222-SPOKANE, SPOKANE, WASH., 1st & 3d Thur., 2:00 p. m., Fraternal hall.
Mrs. Isabelle Shannon, 1623 Atlantic st.....P.
Mrs. G. T. Bushnell, 1301 E. Newark ave.....S.

223-TIDEWATER, COLUMBIA, PA., 2d & 4th Thurs., Keystone hall.
Mrs. Mary Lebergern, 138 S. 4th P.
Mrs. Jas. M. Smoker, 408 Union st.....S.

224-FIRST CAROLINA, COLUMBIA, S. C., 1st & 3d Thurs., 3 p. m., Browns hall, 1730 1/2 Main st.
Mrs. G. W. Florence, 2324 Washington st.....P.
Mrs. F. L. Shulito, 2007 Plain S.

225-MT. KATAHDIN, BANGOR, ME., 2nd Sun., Esenic hall.
Mrs. H. C. Bean, 91 Buck st. P.
Mrs. E. W. Cook, 48 High st., Waterville, Me.....S.

226-GOLDEN GATE, LIVINGSTON, MONT., 2d & 4th Tues., 2:30 p. m., Masonic hall.
Mrs. Alice Cornwell, 409 E. Callender st.....P.
Mrs. Isabel Mathews, 117 n. "C" st.....S.

227-POCAHONTAS, RICHMOND, VA., 1st & 3d Thurs., Fraternal hall, 215 W. Broad st.
Mrs. L. W. Smith, 2017 Venable P.
Mrs. L. A. Willeford, 1206 19th S.

228-RHODE ISLAND, PROVIDENCE, R. I., 1st & 3d Wed., 2:30 p. m., 433 Westminster st.
Mrs. J. J. Helmer, 11 Pallas st. P.
Mrs. Calista G. Crumley, 128 Broadway.....S.

229-HUTCHINSON, SPRINGFIELD, MASS., 1st & 3d Tues. 2:30 p. m. McKinney bldg., Fraternity hall, 535 1/2 Main.
Mrs. Chas. Smith, 70 Hill st...P.
Mrs. H. E. Lockwood, 271 Fulton S.

230-BATTLE CREEK, BATTLE CREEK, MICH., 1st and 3d Fri. 2:30 p. m., B. of L. E. Club Rooms, N. Madison st.
Mrs. C. K. Greyson, 103 Marshall st.....P.
Mrs. C. R. Pond, 53 High st...S.

234-ROANOKE, ROANOKE, VA., 1st & 3d Fri., 3 p. m., Pythian hall.
Mrs. T. A. Gregg, 1116 Jefferson st.....P.
Mrs. Sadie Garrison, 1009 3rd Ave. N. W.....S.

235-PRIDE OF NO. 447, CARNEGIE, PA., 1st & 3d Thurs., 1:30 p. m., Masonic hall.
Mrs. J. J. Dougherty.....P.
Mrs. V. Dulevy, Sheridanville, Pa.....S.

236-CASCADE, NEW CASTLE, PA., 1st & 3d Thurs 2 p. m. Smiths hall.
Mrs. Susie Morrissey, W. Cherry P.
Mrs. D. M. Lovejoy, 19 Madison S.

237-PRAIRIE CITY, TERRE HAUTE, IND., 2d & 4th Wed. 2 p. m., Swope hall, cor. 7th & Ohio, st.
Mrs. M. W. Haufin, 1420 S. 16th P.
Mrs. E. S. Hardy, 308 N. 15th S.

238-J. H. NEWTON, LAFAYETTE, IND., 2d and 4th Wed. 2:30 p. m. Red Men's hall.
Mrs. Eva G. Newton, 1202 Tippecanoe st.....P.
Mrs. I. N. Price, 13 3rd st. N. S.

239-SELMA, SELMA, ALA., 1st & 3d Wed. Odd Fellows hall, Gilman Block.
Mrs. S. E. Farrington.....P.
Mrs. W. H. Burton, 1120 W. Alabama st.....S.

241-PALMETTO, GREENVILLE, S. C., 2d & 4th Thurs.
Mrs. J. C. Arwood, 837 W. Washington av.....P.
Mrs. Will Biers, Augusta av...S.

242-OMAHA, OMAHA, NEB., 2d & 4th Thurs. 2 p. m., Barights Society hall, 19th & Farnam.
Mrs. Bertha K. Wadsworth, 1512 Binney.....P.
Mrs. Della Sleeper, 506 N. 21st st.....S.

243—PADUCHA, PADUCHA, KY., 2d & 4th Thur., 2:30 p. m.
Mrs. W. J. Lewis, 1008 Trimble stP.
Mrs. J. S. Wesson, S. 13th st. bet. Jackson and Ohio sts. .S.

244—PERU, PERU, IND. 2d & 4th Thur.
Mrs. Margaret Gleason, 222 w. 5th st.P.
Mrs. Fannie Laffin, 566 w. 3d S.

245—FRANKLIN, WEBHAWKEN, N. J., 1st & 3d Wed., Masonic Temple.
Mrs. E. E. Emmett, 16 1st st..P.
Mrs. F. A. Marshall, 214 5th st. Union Hill, N. J.S.

246—RUBY, CHANUTE, KANS., 2d & 4th Tues., Masonic hall, W. Main st.
Mrs. Amelia Farrell, 205 W. 3d stP.
Mrs. Lena DeBruler, 423 S. Stuben stS.

247—FERN LEAF, JERSEY CITY, N. J., 2d & 4th Tues., Deane's hall, 5th & Grove sts.
Mrs. Chas. Boughner, Suffern, N. Y., P. O. Box 166P.
Mrs. T. Deltener, 59 Mercer st.S.

249—QUEEN CITY OF THE PLAINS, Amarillo, Tex., 1st & 3rd Tues.
Mrs. J. E. Rooney, 307 Buchanan st.P.
Mrs. E. L. Taylor, 403 Lincoln st.S.

250—HARBOR, NEW LONDON, CONN., 2d & 4th Wed., Unity hall.
Mrs. Joseph Winthrop.....P.
Mrs. W. J. Borden, 383 Bank stS.

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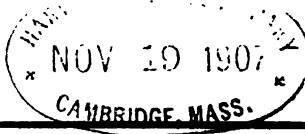
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The RAILWAY CONDUCTOR

VOL. XXIV. CEDAR RAPIDS, IOWA, NOVEMBER, 1907.

No. 11

*The Railroad Problem.

BY ROBERT MATHER, PRESIDENT ROCK ISLAND COMPANY, VICE-PRESIDENT ST. LOUIS & SAN FRANCISCO, CHICAGO & EASTERN ILLINOIS AND EVANSVILLE & TERRE HAUTE, AND GENERAL COUNSEL CHICAGO, ROCK ISLAND & PACIFIC.

No more appropriate place could be chosen for a discussion of the railroad problem than the city of Chicago. From this city is operated one-third of the railroad mileage of the country, and here is determined the traffic policy of transportation lines serving more than half the continent. Here, too, have been done much of the work, and here have been lived many of the lives that refute the calumny so widely accepted in these days, that the business methods of our railroads are dishonest and their operation and management criminal. It has been the habit of Chicago to count among her respectable, and even her honored, citizens the men who have built and managed the railroads that serve her wide-extended trade, and I doubt if, even yet, she is prepared to cast infamy upon the names and character she has been wont to respect. So I dare to say in a community that has known and believed in such men as T. B. Blackstone, Tom Potter, R. R. Cable, Marvin Hughitt, Roswell Miller, E. P. Ripley and A. J. Earling, that the standards of character, of morality and of business integrity in the railroad world have been and are at least as high as the prevailing standards of the age. More than this hypocrisy alone would claim; less than this only mendacity could allege.

The railroad problem has become today the national problem. Not because the railroad business is for the moment the subject of public criticism and the object of popular assault—though that is sadly true—but in the higher sense that the nation's life depends upon its railroads, and that its future hangs upon the right solution of the questions they present. * * *

HOW THE RAILWAYS WERE CREATED.

This critical generation would do well to recall how our railroads have been created. Upon the invention of the steam engine the industrial world faced a difficult situation. It had from time immemorial been the practice and the accepted duty of the state to provide and to maintain the highways upon which the citizen might either haul his own freight, or as a common carrier transport the persons and property of others. But the new style of iron highways that the steam engine had introduced was expensive to construct. States were poor, their revenues insignificant and their credit correspondingly bad. Many shrank entirely from the risk that the new task offered; others undertook the work and early became involved in debt, in loss and in shame. In this predicament private enterprise was given the opportunity to undertake the duty

*Extracts from an address before the Chicago Association of Commerce at Chicago, October 12 1907.—Railway Age.

which the states themselves were unable to perform. That is, the states employed private capital, on certain terms, to build the highways which the states should have built for the people's use. One of the terms of this employment was that the corporation that built the highway should alone have the right to operate trains over it, and that the public could use the highway for the movement of their goods or persons over it only under rules and regulations and rates prescribed by the corporation. This worked a restriction upon that free use of the common highways to which the citizens of the state had theretofore been accustomed. For, while any one could carry on the occupation of a common carrier over the ordinary highways of the state, only one common carrier, namely, the corporation that had built it, was permitted to conduct the business of a common carrier on this new kind of a highway. But it had never been the duty or the function of the state to be a common carrier. The corporation, then, though it exercised a function of the state in building the highway, did not exercise a public function in transacting over it the business of a common carrier. That was, always has been, and is today a private occupation. It is true, it is an occupation with respect to which the law has always exercised certain rights of regulation, but it is not on that account a public function any more than the conduct of the business of an inn keeper, a miller, a hackman or an auctioneer, with respect to which the law exercised the same right of regulation, is the exercise of a public function.

To undertake a task too vast and perilous for the state itself to perform, there must have been held out to private enterprise the hope of a far greater reward than a mere interest return on its investment. And such hope was held out. While it was then the law, and therefore a part of the bargain between the state and the corporation, that the carrier should charge only a reasonable rate for the service of transportation, it was clearly contemplated by both parties that great values beyond the actual

cost of building and equipping the line might flow from the successful carrying out of the scheme. * * * Now, let us suppose that the states, in making their bargain with private capital for the building and operation of these public highways, had said to the proposed builders:

"You will not be permitted to issue bonds and stock in face amount greater than your actual expenditure. You will never be permitted to make more out of this project than four per cent per annum upon the money actually invested. You will, however, be taxed upon the actual value of your property, as ascertained from time to time, and, if your securities find favor in the market and reflect greater than actual values, taxes will be levied upon that basis. The state will prescribe the methods of keeping your accounts and will examine them at its will. The state will determine the number of trains you shall run and designate the stations at which they shall stop. The state will prescribe the number of men you shall employ in operating your trains, and will fix their hours of labor and the conditions of their employment. The state will establish rates of fare and of tolls from time to time at its arbitrary discretion, without consideration of their reasonableness. If any other methods of regulating you occurs to the state hereafter, they will be adopted. You will accept without objection all regulations now or hereafter imposed by the state, and if you appeal for the protection of the federal constitution to the federal courts, the state will revoke your charter."

All this and more the states have said to the railroads in recent or in threatened legislation. Had the states been as frank and specific when bargaining with the corporations that were planning to build these public highways, there would have been presented a beautiful exemplification of the principles of the square deal, but it is doubtful if the railroads would have been built. * *

TRAFFIC OUTGROWS FACILITIES.

They built their lines to suit their situation. They chose the easiest path through the territory they were to serve.

Grades and curvature conformed largely to the contour of the country. Highways were crossed at grade and streams on wooden trestles. Light steel was laid in a single track, and ballast dreamed of but forgotten. The cost of terminals in such cities as there were prohibited provision for the future, and only such facilities were acquired as were needed for the traffic immediately in sight. Some light engines and a minimum of cars of small capacity were acquired, and the railroad was "completed"—and put in operation.

The cost, of course, had exceeded the estimates, and a floating debt stood between the stockholder and his dream of dividends. Hardly, too, had the operation of the railroad started before it was realized that the "completed" line was barely begun. As the lands were settled and the cities grew, and the mines and mills began to turn out their product, it was found that the single track, with its light rails, its heavy grades and curves and its inadequate terminals and equipment, could not move the traffic it was built to serve. The task of enlargement, improvement and rebuilding was begun. Grades were reduced, curvature cut out, bridges rebuilt in steel, heavy rails laid down, the line double-tracked, the roadbed ballasted, grade crossings eliminated, heavier motive power and rolling stock acquired, and vast terminals at multiplied cost, bought in the hearts of cities that when the rails were first laid were villages or passing tracks.

But the railroads could not rebuild and enlarge their facilities as fast as the traffic grew. In the decade from 1896 to 1906 the railroad mileage of all tracks, including second, third, fourth and yard and siding tracks, had grown from 240,129.12 miles to 317,083.19 miles, an increase of 32.8 per cent. In the process the capitalization of the railroads had increased from \$10,566,865,871 to \$14,570,421,478, or 26.2 per cent. But the tonnage of the railroads within the same ten years had climbed from 95,328,360,278 ton-miles to 215,877,551,241 ton-miles, an increase of over 125 per cent!

Then the railroads confronted a crisis. Unable to handle the traffic that multiplied three and four times as fast as their facilities grew, they turned to further plans for enlarging their capacity, only to find that, in the height of their prosperity and in the stress of the greatest demands upon them, their securities could no longer be sold and money for their improvements was not available. Then, instead of moving with greater speed to provide the tracks and terminals and cars and engines for lack of which less than a year ago grain lay rotting in the fields and communities suffered for want of coal, they slackened perforce their already too slow pace. And today, condemned by public opinion, by reports of commissions and by their own consciousness as inadequate to their task, causing daily loss to commerce by the insufficiency of their facilities and equipment, the railroads are impotent to relieve the situation.

This is a national calamity. * * * There is not a man, from president to the least of the laborers in this great industrial organization that we call the nation, who is not directly and personally interested in discovering the causes for the inability of the railroads to raise funds for their needs, and in doing his utmost to remove them. This is the railroad problem; this is the national problem. * * *

RAILWAYS NOT THE ONLY SINNERS.

I count as first among the causes that have made their securities unsalable, the misdeeds of the railroads themselves. I do not include in this term, for the purposes of this discussion, the payment of rebates. I would not deny under present conditions the perniciousness of the practice, or decry the efforts of government to terminate it. * * * I protest, however, against imputing to the railroads alone the responsibility for these violations of our statutory law. Note my emphasis of this term, "statutory law." When railroads first became the common carriers of the land, neither law nor custom denounced the giving of a rebate. * * *

The railroads anticipated the law in an effort to put an end to the growing

practice of rebating. But their pools—formed, it is true, in the hope of conserving their revenues, but well designed to accomplish the laudable end of maintaining stable rates—were denounced as unlawful in the act to regulate commerce, passed in 1887, which also, for the first time, prohibited discrimination in rates on interstate shipments. Thus the carriers were commanded to resume the policy of open competition which their pools had restricted, and at the same time forbidden to use the only effective instrument of competition at their command, namely, manipulation of their rates. But as this latter prohibition carried no penalties for the shipper who should receive a rebate, and as proof of an offence by the carrier was difficult, the shippers' clamors for secret rates and the carriers' fears for the loss of their tonnage to their competitors overcame the dread of conviction, and the law was regularly and notoriously violated. The Elkins act in 1903 for the first time made the receiver of a rebate equally liable to punishment with the giver, and made easy the task of proving the offense.

I may justly assume from the name of your association that you fairly represent the great body of shippers of the country. Let us be frank with each other. You know that a rebate was never given that was not also received. You know that the purpose of the railroads in paying rebates has not always, or often, been to enable a great trust to crush its competitors. You know that, if the Elkins act bore date a few years earlier than it does, and if no beneficent statute of limitations could be invoked to your aid, your accumulated fortunes could be wiped out by universal enforcement of that law. You know that whatever of obliquity in the public mind, or of condemnation in the courts, should rightfully be visited upon the participants in the past practice of rebating, should be shared by the shipping class as well as by the carriers.

PEOPLE AS WELL AS ROADS AT FAULT.

I will go a step farther. There has never been any difference in morals,

and since the passage of the Hepburn act there is no difference in law, between the giving of a rebate and the giving of free or reduced passenger transportation. In these days, when the mask of pretence is being universally lifted, it should not give offense to call the roll of those who have participated with the railroads in this discrimination. Statesmen who regulate the railroads, judges who fine them, preachers who condemn them, and the press that spreads among the people, with no too careful pen, the stories of their misdoings, all decorate the list. The railroads in this respect are in the position before the people of the woman taken in adultery and brought by the scribes and Pharisees before Christ for condemnation. And there is need again for the voice of a Master to say: "He that is without sin among you, let him first cast a stone."

Nor do I include among the misdeeds of the railroads that are responsible for the condition we are now discussing their past activity in political affairs. I trust that the government of the American people, no matter what form it may assume, will never be so arbitrary that a great property interest, subject to governmental regulation, shall not be privileged to be heard in argument and in protest before the legislative body that determines the nature and extent of that regulation. If, in the past, other and more improper methods have been employed to influence legislative action, I subordinate my zeal to that of no man in demanding that such offenses shall both be punished and made impossible of repetition. Again, I protest, however, against fastening upon the railroads alone the shame of these offenses, in the commission of which there must have been at least two offenders. Much of what has been alleged against the corporations in this respect has been but the natural response of the victim to the highwayman. I mention this not in extenuation of the act of the victim, who in the interest of public morals should have lost his life before parting with his money, but to remind a condemnatory people that there was a highwayman, and that he was

their representative. And I think it no more ~~than~~ a square deal that part of the responsibility for this unspeakable shame should willingly be borne by a people that has been so careless of its liberties as to be supinely content to be thus represented in its legislatures.

The misdeeds of the railroads to which in my judgment, is chargeable the hesitancy of the investing public to take their securities, are acts that more directly affect the securities themselves. There is a prevailing public belief, based on facts publicly shown, that railroad corporations have issued corporate obligations and applied the proceeds to purposes other than those for which such obligations may lawfully be issued. Directors are understood to have purchased the securities of corporations of which they are trustees, and to have sold property of their own to the corporations, making personal profit through their dealings with the trust estate. These and like operations violate certain world-accepted principles of prudence and of honor, and for that reason are condemned by the common mind. * * *

There can be but one remedy for such a situation, and it should not await governmental action. If the corporations cannot or will not themselves find a way to repudiate these abuses, and to make impossible their repetition, we are in a poor way indeed to regain the confidence which their perpetration has disturbed.

STATE REGULATION IMPERILS ROADS.

I place second in the list of causes of the want of confidence in railroad securities, the uncertainty as to the kind and extent of governmental supervision and regulation to which the railroads are yet to be subjected. The regulation that threatens peril to the railroads and the commerce of the country today is the regulation of the states. It is in the nature of things that such regulations can be neither logical nor consistent nor comprehensive. The local needs, the local prejudices and the local grievances all find reflection perforce in these local laws. It is the good of the state, not the good of the nation,

that they seek to accomplish. Nebraska, Minnesota and Iowa, with population averaging 200 persons per mile of railroad, prescribe the same maximum passenger fare as does Pennsylvania, whose density of population is three times as great. And it is insisted that this rate of fare, already declared confiscatory in Pennsylvania, shall be adjudged compensatory in the states of one-third the population. The great grain-producing states reduce below the point of profit the rates on this tonnage that so vitally affects them, leaving to the carriers to make up, if they can, the reasonable return to which they are theoretically entitled out of traffic in which the regulating states are not so directly interested. Local situations or influence dictate varying regulations of the hours of work, the rates of pay and other conditions of the employment of labor. Local wisdom decides what kind of headlights locomotives shall carry, what kind of safety signals and appliances shall be employed and how the accounts of the carriers shall be kept. These conflicting regulations incalculably confuse the conduct of business, while they measurably decrease gross revenues, increase the expenses of operation, diminish the net returns, impair credit and limit the capacity of the carriers to make adequate provision for the growing traffic.

It will benefit us but little to debate the causes that produced the curious wave of animosity toward corporate interests that last winter carried this movement of restrictive legislation to high-water mark. Let us neither abuse the high source from which much of the suggestion proceeded, nor blame too harshly the men who sat in legislative seats and recorded the clamor that filled their ears. Let us rather, as students of our past history and builders of our future prosperity, take note of the fact, measure its significance and prepare to deal with it. There must be some way to bring home to the intelligence of the American people a realization of the truth that no man who has property to conserve or labor to sell can profit in the end by unjust or unwise treatment of

our great instruments of transportation. And I cannot help but feel it would tend greatly to wisdom and justice and even to moderation in the treatment of this subject if the people realized that the railroads would willingly submit to a plan of regulation that was wise and just. This point being gained, I believe it would be possible to convince the people that a wise and just regulation of the subject is only possible under a single and centralized authority.

The day is past for unyielding opposition to all policies of federal control of our carrier corporations. Nay, more, the day has dawned in which to welcome that control. The railroad manager reads without heeding the lessons of the past if he fails to acknowledge both the right and the power of the federal government to exercise that control; he comprehends but little of the spirit of the times if he does not realize the fixed determination of the people to effect that control; and he looks but darkly into the future if he cannot see benefits to flow from it. * * *

There should be great care in experimenting with regulation that offers as warrant of its effectiveness the arguments of theorists rather than the practical proof of experience. Among the proposals thus to be tested is the one for federal limitation of the capitalization of interstate corporations. If the purpose and effect of such action is to invalidate in the courts or to depreciate in the exchanges what are now denounced as watered securities, the blow will fall not on the persons responsible for their creation, but on the victims who parted with money to acquire them. Such an act of vicarious punishment could only be justified by the unquestioned conviction that the continued existence of the assailed securities is a menace to the public welfare. The only ground for such belief is the unfounded fallacy that the amount of securities outstanding against a railroad property determines the rates it charges for transportation. The sufficient answer to this is the fact that the Union Pacific Railroad, with capitalization of \$92,000 per mile of road, competes very com-

fortably, and upon equal rates, with the Atchison, capitalized at \$50,298 per mile, and with the Great Northern, whose capitalization is \$42,350 per mile. And the same rates between the same points serve for the Illinois Central, whose capital is \$56,495 per mile, the Chicago & Eastern Illinois, with \$62,599, and the Chicago & Alton, with nearly \$115,000 per mile.

If the purpose of the proposed new federal power is to limit the future issue of securities by railroad corporations, the people, as is too often the case with hasty legislation designed to benefit them, are likely to be the losers. The issuance of stock beyond the face amount of the actual investment in railroad building has always represented the hope and faith of the builder in the success of his project, and has been the lure that has drawn him into the always uncertain and often desperate undertaking. If the promise of that possible profit be taken away the independent railroad builder will abandon the field, and railroad extensions into territory now unserved will await the initiative of existing lines. The Hill lines and the Hariman lines each encircle vast empires now without railroad facilities, and other systems are not without their own private pastures. It would admirably serve the interests of these great systems if government limitation of the creation of capitalization should make it impossible for the railroad builder to invade these promising preserves, and thus leave their development to the convenience and selfishness of existing lines.

If, however, the scope of the suggested federal control of corporate capitalization be to insure publicity of their affairs, every honest corporate management should speed its early enactment. There should be no objection to such federal supervision of the railroads as the national government now exercises over the national banks. It would be a source of strength and of improved credit to the railroads to have it known that the government inspected their accounts and made sure of the existence and value of their assets. * * *

I favor an open acceptance of federal

regulation because it is only through adequate and effective assertion of the federal power that governmental control can be made uniform or just and the commerce of the country saved from the conflicting regulations of forty-six separate sovereignties.

HOW THE STATES INTERFERE WITH INTER-STATE COMMERCE.

It is now more than a year since the rate-making power was conferred upon the Interstate Commerce Commission. The wisdom that has moved the commission to refrain as yet from exercising that power goes far to justify the placing of the power in their hands. Under this power the commission has intimated that it would require that no through rate should exceed the sum of the locals. From this it results that the states now make the interstate rates. Let us suppose that the rate on grain from Oklahoma points to Galveston is twenty-five cents. The Texas commission reduces its local rate to seven cents; the Oklahoma commission—soon to be born—does the same. The rate from Oklahoma points to Galveston thus becomes fourteen cents instead of twenty-five. If the Kansas commission should fail to act and if the railroads should maintain former rates to Galveston from Kansas points, the latter would be subjected to that undue disadvantage to localities that the Interstate Commerce act prohibits, under pain of heavy penalties. But the Kansas commission would act, and the reduction in its local rate would effect a reduction of the through rates from Kansas to the gulf. This, in turn, would reduce the rates on grain from the Missouri river to the Atlantic seaboard. And the Interstate Commerce Commission, though convinced of the reasonableness of the former through rate and desirous of preserving to the railroads the revenues accruing therefrom, would be practically powerless to restore it. This illustration is not pe-

culiar. It could be duplicated without limit in any locality. * * *

I need not press the argument further. It is too plain for dispute that a state act prescribing rates of fare and of freight between points wholly within the borders of the state not only may, but in cases now before the courts actually does, so directly affect interstate commerce as to control and displace the rates prescribed under federal law. There can be but one outcome to such a conflict. It has been the law of the land since the famous case of *Gibbons v. Ogden*, that a state law affecting interstate commerce must give way to congressional action on the same subject. If, in order to apply this principle to the existing situation, there be needed in addition to the act of Congress conferring upon the commission the power to make interstate rates, further federal legislation declaring that the rate-making power thus conferred shall extend to the making of local rates that may control or affect the interstate rate, that is the kind of federal regulation that the next congress should give us.

There is no invasion of state rights, no straining of the constitution, no assertion of principles that have not long been familiar and often applied. The list of state laws that have been set aside as being in conflict with congressional action on the same subject is a long one. The right of the state to license and regulate navigation on the waters within its borders; to license importers to make sale of their importations; to authorize the damming or bridging of navigable streams, to regulate pilots in its ports—all were powers long exercised by the states, but perpetually denied to them when Congress finally assumed to regulate the subjects. There need, therefore, be no hysteria about the destruction of the rights of sovereign states when the growing needs of our national commerce force this further step forward under the constitution.



Address of J. R. Bell, of London, England.

[Editor's Note.—We are glad to publish this address on account of the impending strike of all the railway employes in every department of railway service in England, to compel recognition of their union and for better wages. The following is a schedule of pay for railway employes in England, and the only wonder is they haven't struck long ago:

The majority of firemen receive not more than \$1 a day; engine drivers not more than \$1.62; signal men average about \$6.25 a week; shunters, \$4 to \$4.25; ticket collectors, \$4.75; and checkers, \$4.75 to \$5; and porters, \$3.50. Of course, the latter add to their earnings by "tips." Many of the porters at the big London stations get no pay at all, and are entirely dependent on their "tips." The standard hours for drivers and firemen are sixty-six a week, seventy-two hours for one class of shunters, and sixty for another. Signal workers are required to work overtime at regular time rates.]

Fellow Delegates:—It is with feelings of the greatest possible pleasure that I rise to address you.

A CRITICAL TIME IN OUR HISTORY.

We meet at a critical time in the history of our organization and of trade unionism generally. (Hear, Hear.) When the Executive Committee, in June of 1906, yielded to the wishes of the men and sanctioned a national all-grades movement there must have been very few of our members or the general public who anticipated such a point-blank refusal on the part of the companies to discuss the reasonable programs formulated at the conferences held at Birmingham, Glasgow, and Dublin. This refusal on the part of the vast majority of the railway companies to recognize the men's duly accredited representatives and discuss the proposals must have come as a great surprise to those who, during the past few years, have watched the trend of industrial events. During this period the principle of recognition has been conceded to the workers in the post office and various other Government departments, and in being deprived of this act of justice railway men almost stand alone. It is pleasing to note the change of tone of many of the leading London and provincial journals on the question of recognition, and with justice on our side and the sympathy of the public in the matter, our agitation must not cease until the duly appointed representatives of the railway workers

are admitted into the board rooms to settle disputes and discuss improvements in conditions of service which are so much overdue in many instances.

NATIONALIZATION OF RAILWAYS.

I think you will agree that the present movement furnishes some powerful arguments in favor of the nationalization of our railways, as it is inconceivable that under nationalization we would be refused a discussion of our proposals for higher wages and shorter hours. It is also unlikely that any government would offer men twelve shillings and thirteen shillings per for acting as platelayers and porters, as is the case in many parts of Ireland at present, and in Scotland and England we have many full grown men doing the arduous and exacting work of platelayers for seventeen shillings per week, and the fact that there are over 100,000 railway men in receipt of less than one pound per week shows the urgent need of a more equitable distribution of the profits made by the railway companies. The duties of railway men are becoming more arduous as time goes by, and notwithstanding all the additional responsibility, there are grades of men whose standard wage has not been increased for a generation.

TREATMENT OF THE MEN'S REPRESENTATIVES.

There is one question, however, on which we are bound to admit that a notable improvement has taken place during the past few years, and that is the reduction of the number of cases of victimization of delegates and prominent members of this society, which shows that vigorous advocacy of the claims of the employes by their duly appointed representatives is not incompatible with the efficient discharge of the duties of the men in the various grades of the service. It is also to be noticed that Executive Committee and Annual Congress representatives are now rarely refused leave of absence to attend the meetings, and in many cases men are liberated at some inconvenience to

the companies concerned; whereas, a matter of ten or fifteen years ago it was quite usual to find one or more E. C. and A. G. M. representatives refused leave to attend the respective meetings.

Whilst we fully appreciate this change of attitude in regard to delegates to conferences, we still maintain our right to be represented by our general secretary before the various boards of directors, and this concession would merely put us on a level with the companies, as our general secretary is no more a third party than the general manager or any other paid official of a railway company.

OLD AGE PENSIONS.

It will be noticed that several companies are inaugurating pensions for their employes who have reached sixty-five years of age, and, whilst one cannot make light of any attempt to provide for the veterans of industry when their toiling days are over, I am strongly of opinion that what has been attempted up to now has only been a mere tinkering with the matter, and when pensions are contributed to by individual employers it seems to me that workers must under such circumstances feel under an obligation to their employers, and this must of necessity hamper them in their endeavors to obtain fair wages, reasonable hours, and other improvements in their conditions of employment.

The final solution of this truly national problem must rest with the state, and to be of any real service the retiring age must be sixty years. There must be something radically wrong in the economic conditions of any country or state when the toilers are dependent upon charity after having spent their lives in useful and honorable occupations. True, some people are provided with pensions by the state at present, but the beginning has been made at the wrong end of the social scale, and in nine cases out of ten the people at present in receipt of pensions are those who have had high salaries, and, therefore, are not in need of any pension.

INQUESTS AND BOARD OF TRADE INQUIRIES.

We must all note with pleasure the change which has come about regarding representation of relatives of persons killed whilst following their employment, as such representation is now rarely, if ever, refused by any coroner, but it would appear that we are still in a measure dependent upon the pleasure of this somewhat autocratic official in the matter and we must never rest satisfied until our Trade Union officials or other representatives have the fullest possible liberty in the matter, and are able to attend inquests *as a matter of right*, and not merely at the discretion of the coroner. This is a matter which has occupied the attention of the Trade Union Congress for a number of years, and the careful student of the history of the A. S. R. S. will notice that we have been for years making representations on the matter, and have certainly done our part in bringing about such a needful reform.

With regard to Board of Trade inquiries, it is well known that we have no difficulty in getting our organizing secretaries admitted, and if there is any cause for complaint it lies in the fact that the present staff of inspectors is scarcely able to deal with the very large number of accidents which unfortunately occur from time to time, and we must not rest satisfied until a sufficient number are appointed to deal adequately with cases as they occur. The more we reflect upon this matter the more must we feel gratified at our success in our endeavors to secure the appointment of such officials, as it is certain that their recommendations have brought about many improvements, which have undoubtedly saved many valuable lives, and prevented many serious cases of personal injury. Many dark shunting yards have been properly illuminated; point rods, which were a source of great danger to shunters, guards and others, have been covered, and there is now some endeavor made to rid shunting yards of ground wires and other ob-

structions, which received little or no attention prior to the appointment of the sub-inspectors.

ACCIDENTS TO PASSENGERS.

It is gratifying to notice that injury to passengers is still on the decrease, and when it is remembered that every year more than 1,100,000,000 passenger journeys are made, independent of journeys made by season ticket holders, it is little short of marvelous that the death roll should be reduced to an average of 23 per year, which is the average from 1874 to 1905 inclusive. Whilst making every allowance for the safety appliances introduced by the companies in all parts of the kingdom, we, as railway men, may well claim that this desirable result is contributed to in no small degree by the alertness, intelligence and sobriety of the class to which we belong, and gives us a strong claim upon the public sympathy in our endeavors to secure shorter hours, higher wages, and improved conditions generally. In some degree this claim has been acknowledged, but if the public could be made fully acquainted with the adverse conditions under which much of our arduous work is performed, I believe that we would receive more of their sympathy and support than has been the case up to the present.

The year 1901 should be remembered with pleasure by railway companies and railway men alike from the fact that over 1,100,000,000 passenger journeys were made, and not a single life was lost. On the other hand, the largest number of passengers killed in any one year since 1874 is 88, this total having been reached in 1889; but of this large total the lamentable accident at Armagh accounted for no less than eighty.

ACCIDENTS TO RAILWAY MEN.

Whilst admitting that casualties to railway men show a most substantial and gratifying reduction during recent years, the fact that the annual total of fatal accidents is still nearly 500, should be, and no doubt is, a cause of grave concern to the Board of Trade and the railway companies alike, and

we on our part must not for a moment relax our efforts to make our employment as safe as circumstances will permit.

It must be freely admitted that the work of those engaged in the manipulation of the traffic has been made much safer during recent years, as in 1889 one shunter in 191 was killed, and in 1904 the proportion was one in 439, and similar improvements have taken place in the returns relating to drivers, firemen, and guards; but, I repeat, so long as the total death roll reaches such appalling figures as quoted above there is cause for the gravest anxiety and vigilance on the part of the companies and men alike.

HOURS OF LABOR.

The hours of work of railway men call loudly for revision, and it should not be deemed unreasonable for men who are working in constant danger, and who have at all times the safety of the traveling public in their keeping, to demand an *eight hour day*. Indeed, to my mind it would well repay all railway men to henceforth turn their attention to an all-round eight hour day, as no man can be deemed fit for the discharge of arduous and responsible duties after having worked any period approaching eleven or twelve hours. In addition, such inordinately long hours entirely unfit men for the duties of parent, husband, or citizen, and render it impossible for him to devote any time to the cultivation of those faculties of body and mind which go to make life worth living, and tend to dwarf the intellect and stultify the man.

POLITICAL.

Any address on an occasion like the present, would, of course, be incomplete without a reference to the all-important subject of politics. We as members of this society, have every reason to be proud of the part we have taken in returning labor members to the House of Commons, but we must not rest satisfied with what has been accomplished in that direction, and whilst we have suitable candidates and the means of supporting them our efforts must not

be relaxed until our representation is substantially increased. To my mind the last general election simply marks the real beginning of labor representation—a great experiment which is being tried by the workers of the kingdom—and the ameliorative measures which have been passed into law are due, not so much to any real change of opinion amongst the majority of the members of the Houses of Parliament, as to the revolt which has taken place amongst the workers outside. The recent by-elections, too, are very instructive, and indisputably prove that the workers are now taking a real interest in their own welfare, and are no longer content to be misrepresented by people of another class, and there are no doubt scores of constituencies which are at present represented by other parties simply because labor has not had a candidate in the field. It is not necessary to dwell on the paramount need for unity in the ranks of labor, and we must ever keep in mind the fact that the great aim of all legislation should be to increase the happiness of the common people, who, after all, are the *nation*.

RUSKIN COLLEGE.

We have reason for the most intense gratification at the splendid progress made by our students at Ruskin College, and no doubt the young men who are enjoying the advantages of the scholarships will be a valuable asset to our society during the years to come. As one who took part in the selection of the candidates for these positions, I, in common with my colleagues, was struck with the high standard of intelligence displayed by the applicants, and it may be taken for granted that, after satisfying Mr. Dennis Hird, every accepted candidate was worthy of the honor which was conferred upon him by his acceptance. During the week you will be called upon to consider an application by our four students for an extension of the period of residence to two years—an appeal, by the way, which is supported by Mr. Hird.

HEAD OFFICE SUPERANNUATION SCHEME.

Another interesting question you will

be called upon to consider during the week is the Head Office Superannuation Scheme, which is the result of decision No. 93 of last year's Congress. This occupied the most careful consideration of the executive committee at the March sitting, and it was the wish of that body that a scheme should be put in operation which was fair all-round, and all will recognize the necessity of trade unions dealing fairly with their own employees—not merely to show a good example to other employers of labor, but because every worker should be provided for after spending his life in useful toil. This is correct in principle, and, after several years' acquaintance with the working of the Head Office, I have no hesitation in stating that our staff there is worthy of our most generous consideration.

CONCLUSION.

I cannot conclude this brief address without expressing a hope for the success of the movement which is now under way. I would urge upon every member the necessity of filling up the ballot paper according to his honest convictions and without influence from any other source whatever. In common with most of our members, I cannot help deploring the divisions which exist amongst railway trade unions at the present critical juncture. Happily this does not apply to all railway trade unions, but to only one, and there is no need for me to mention the name here. This goes to show that a union of railway men, to be effective, must embrace every grade in the service, and I need hardly say that past events prove that the A. S. R. S. is able to cater for every rank and grade of railway men, and after a long acquaintance with railway life, I am bound to conclude that every concession that has been granted, and every improvement which has taken place, bears upon them the unmistakable stamp of our society. We are rich in funds, and, what is equally valuable, we are rich in experience, and never, perhaps, in the whole of our history, had we so many members in full benefit as we have at the present time. May the future work of our union

be a reflex of its past; and, with every member recognizing his duties and privileges in the matter, we are bound, as the years roll by, to do much to increase the wages, reduce the hours, and in

many ways assist to brighten the lives of the thousands of men to whose energy, tact and ability the traveling millions of the British Islands owe so much.

Humanity's Spiritual Physician.

When for days or weeks we experience some physical discomfort, we generally go to some man, who, for at least ten or fifteen years, has dedicated his life to the acquisition and learning of the simplest and most effective process by which to rapidly suppress physical pain or discomfort. Why is it that we seldom, if ever, do the same with our spiritual pains, conflicts and discomforts? That each national group on earth is yet sick and very sick—can that be logically denied? We cannot even prove or have ever proved that our sickness is less fatal or criminal than that of nations 4000 years ago. We cannot prove that until we show that we know and agree upon a precise, honest differentiation between the right and the wrong between the true and the false, between the material and spiritual elements, in the human soul. Thus far each of us, each nation, each church or religious group has seen fit to have its own incongruous idea about the right and the wrong, the true and the false, the material and the spiritual in human conduct. It is so sweet to fix our own lives with our own laws in such a way as to have a full taste of the bitterness of legalized sins and wrongs!

Each nation and generation has had a vast multitude of what we may call Spiritual Doctors, but, with very scanty exceptions, the only medicine they have given to humanity is that of Resignation, the kind that placidly accepts the inevitableness of wretched, stupid, selfish laws in each national family group. We thus practically abandon all real spirituality and relegate our human souls to the bondage of a sinful materialism through our whole terrestrial existence. That practically

recapitulates all our human progress thus far, in actual facts and final results. We have learned how to talk in such a way as to hide our fundamental wrongs. That has made them stronger than ever. That gives us less and less power to react against them, less initiative to destroy them.

No wonder that we lack moral courage to properly discriminate between the material and the spiritual life of the human soul. The spiritual must necessarily be "Grasping and actualizing the simplest methods, in human conduct, by which to contribute to the rapid triumph of the truth in the life of men, nations, churches, religions and all decent activities." The material must of necessity be, "To simply do good enough to hide or justify all the fundamental wrongs of humanity grouped in nations, wrongs silently indorsed by all civil and religious education, thus far." We can stop that wrong education as soon as we like, but not before.

"Henceforth I call you not servants, for the servant knoweth not what the Lord doeth, but I call you friends, for all the things I heard from the Father I have made known unto you." We have then, received all the knowledge we need to honestly deal with each other, which is far easier than to deal wrongly with each other, as we still do in all the essentials of our own development.

And what is it that needs to be right, sensible, honest, in the essentials of that development of ours? In a generalized sense the right should mean, "The elimination of all that is wrong, for the simple reason that the wrong is any mixture of the wrong and the right; the latter giving to the former some power of self-

existence. In itself alone the wrong has but the power of self-destruction." Men, personally or collectively, have never been able to do any thing worse than to mix up right and wrong.

A more specific, more localized and direct definition of the right and the true at the inception of human activities may now be needed, because of that intense ingenuity of ours in the skipping of important human duties. The right and the true, the honest and the sensible, fundamentally so, is, "Never to place any man under tribute to any other, for permission to live, and so never to force anybody to have to beg for a job; but give to all the natural freedom of being his own landlord, his own boss, if he so prefers, for his full life, joy and manhood, himself and family group, all under equity to all men."

The realization of that truth requires the suppression, the wiping out of all our 15,000 annual laws of favoritism and injustice, say the 200,000 or more now in force. That could be done through the instrumentality of two or three laws of equal rights, giving to all men their equal brotherhood access to all the natural forces and elements in each social group, for proper use, under principles of equity. That would suppress all land and wealth gambling combinations. That would give humanity what it has never had; viz: honest governments. Such governments could gradually and honestly take possession of all those functions that have been handed to piratical, monopolistic corporations, just as unnatural as boils, and skin eruptions, and tumors, and cancers in human systems living more or less unsanitary lives, just as unnatural as any of our 5000 physical forms of sickness; they all the product, proximately or remotely, of the sickly, immoral, materialistic social conditions of all ages.

And let us now stop a few moments to notice the crazy efforts of our most important men in their quarrels about how to improve conditions by this or that

foolish retouch of this or that supposedly bad corporation in opposition to others so gloriously good, when they all rest on the same principle of rotten privileges in this or that form, some having been given greater monopoly powers than others. If it was not so, the bad corporations would soon go to pieces, unable to compete with the good ones.

In the natural and divine order of things the good can always dislodge the bad. When it is not so, then the cause lies in human laws, vetoing, cancelling, undermining the beneficent and orderly action and play of natural and divine law. We can not see that, refuse to see it, because we have no faith in the simple altruism of God's laws for joy universal. We have only faith in our miserably complicated enactments, working for universal sorrow and sin.

It is thus that humanity is perpetually running away from God, the eternal spiritual physician. It is thus that all nations and religious organizations remain spiritually sick, century after century. It is thus that universal physical sickness follows, because the larger sum includes the lesser.

And the eternal spiritual physician keeps pouring His new inspirations, keeps giving us greater and greater physical resources, and we remain spiritually dead, unwilling to accept His laws of joy, preferring our laws of sickness and sorrow, of conflicts and anxieties.

Even the spiritual order must have a logic of its own. If so, then the last generation is more sinful than any other as long as, with greater inspirations and physical resources than any other; the oldest one keeps doing what the younger ones did, viz: to repudiate the Father-ship of God and the brotherhood of men at the foundation of all human development, willing enough to be good in some life's incidentals, refusing to be good in essentials, in the transcendent facts of life.

JOSE GROS.

Laurentian Days.

JAMES O'DONNELL BENNETT, IN "CHICAGO RECORD-HERALD."

It lies for a thousand miles between two great nations; yet neglected by both, though neither would be so great without it—a river as grand as the La Plata, as picturesque as the Rhine, as pure as the lakes of Switzerland. * * * The noblest, the purest, most enchanting river on all God's beautiful earth!

SIR J. M. LE MOINE, F. R. S. C.

"What river is this?" said the sharp-eyed Cartier, whose portrait hanging in the town hall of St. Malo so wonderfully conveys the peering cast of mind that sent him into the western world.

The Indian pilot who was with him that summer morning of 1535 answered gravely, "A river without end."

The old voyageurs did not fail to preserve that four-word masterpiece of description. They had a poetic relish for the laconic Indian phrases of description, so brief, so simple, so inclusive, because they, too, possessed a gift for that sort of thing. Perhaps they were explorers because they were poets, too, and poets because they were explorers. One of them wrote of Baie St. Paul, the considerable town that is the judicial seat of the region where our Laurentian days were passed, that it was "the first inhabited land to be met with on the north shore of the St. Lawrence as you come from France." A sentence like that fairly speaks out to you from the dim yellow pages of the ancient narrative. It is a kind of hail, and makes known with brief, solemn reticence the awful isolation of the hamlet those adventurous eyes rested upon as the tide bore their ships to the unnamed river. The municipal finery Baie St. Paul has put on—it has a stone courthouse fronting on the church square, with grained wood work and a methodical clock tower at which as they pass the inhabitants gaze with conscious pride—cannot dispel the dignity that the majestic phrase, "The first inhabited land to be met with on the north shore as you come from France," conferred upon it so long ago.

At the foot of the village street lies the river—twenty miles across to the opposite bank and moving silently to the gulf more than three hundred miles away. The serenity of that progress soothes while it overwhelms the mind, and gazing upon it you try to comprehend that here moves on its way to the

sea a third of all the fresh water on the globe and that half a continent here is drained. And it is all so silent, save when the music of the angelus bells floats down from the hillside, or the tide, slowly withdrawing from the rocky hollows along the shore, produces a slow cavernous booming—like the sound of distant siege guns.

"The stately river," Mr. Howells called it, and added, "the pale birch, slender and delicately fair, mirrors here the wintry whiteness of its boughs; and this is the sad, great river of the awful north."

Stately is the true word, but for one who sits silent on those shores long enough to feel the peace of the great river's benediction its message is not sad. The scene is one of warm content. The forgeron is clinking in his smithy. The group of men and women on the pier are singing a French song of farewell as the steamer swings into midstream, and the friends on board thank them with much blowing of kisses, and Hector Trembley, our maitre de quai, with smiles and a tense display of an official's responsibilities, is folding up the French tricolor with which he signaled the boat to stop. The feverish Canadian summer is at its height. From the tin-roofed church of half a dozen parishes the sun flashes white lances across forty miles of river and countryside, and on the horizon far and near rises the crumpled outline of the purple Laurentian hills. Everywhere, in every bay and hamlet and cape and mountain stream are perpetuated the names of saints and kings and nobles, mementos of the piety and loyalty of explorers who, sailing into the heart of the country and seeking the Indies, marked the places with the name of the saint on whose day they touched a point or of the royal patron who had fitted out their ships.

Here on the quai stand a party of

habitant women whose destination is Murray Bay, but they do not call it that, using still the old name, Malbaie, that an early voyageur gave it, and that the English took away when General Murray, in the name of the British government, ceded the Seigneurie of Malbaie to two of its officers, Fraser and Nairn, in the Seventy-ninth Highlanders. That was 144 years ago, but Murray Bay is Malbaie still to the habitant. There is something fine in this futile loyalty to the original traditions of the land and something doubly convincing in the fact that the descendants of the soldiers whom Fraser and Nairn drew around them to till their fiefs are in language and faith thorough French Catholics, despite their Scotch names. The habitant can be conquered, but he forthwith proceeds to assimilate his conquerors—and Malbaie is Malbaie.

It is this pious cherishing—the lovelier for being quite unconscious—that spells the charm of the habitant land. Old names, valorous and saintly, speak to you with a living breath on every hand. They still mean. They are not only relics and mementos of explorations and campaigns and settlements, but they still stand for a national instinct and solidarity that live and have survived the rigorous terms of a dozen treaties. This charm Thoreau sensed and defined more fondly than anybody else who has walked among the habitant villages. The sweet names, so fragrant, so apt, warmed even his moody soul to rapture:

The names of the humble Canadian villages affected me as if they had been those of the renowned cities of antiquity. To be told by a habitant, when I asked the name of a village in sight, that it was St. Fereole, or Ste. Anne the Guardian Angel, or the Holy Joseph's; or of a mountain that it was Belange or St. Hyacinthe!

As soon as you leave the states these saintly names begin—and thenceforward the names of mountains, and streams, and villages reel, if I may so speak, with the intoxication of poetry—Chambly, Lon-queil, Pointe aux Trembles, Bartholomy, etc., etc., as if it needed only

a little foreign accent, a few more liquids and vowels, perchance, in the language, to make us locate our ideals at once.

I began to dream of provence and the Troubadours, and of places and things which have no existence on earth. They veiled the Indian and the primitive forest; and the woods toward Hudson Bay were only as the forests of France and Germany. I could not at once bring myself to believe that the inhabitants who pronounced daily those beautiful and, to me, significant names, lead as prosaic lives as we of New England.

And he said that the Greeks, with all their wood and river gods, were not so qualified to name the natural beauties of a country as were these French Canadians, who, if any people, had a right to substitute their own for the Indian names. He thought they lost much of their original beauty and poetry in translation, but some of the savor remained in the English of the list he gave: La Riviere da la Rose, the River of the Rose; La Riviere de la Friponne, the Wanton River; La Riviere du Nord, the River of the North. "These," he said, "fairly ripple with the murmur of running water as they fall from the tongue."

I think it must have been this joy in the poetry of nature and of history that made Hawthorne say that Thoreau was "one of the few persons with whom to hold intercourse is like hearing the boughs of a forest tree; and with all this wild freedom there is a high and classic cultivation in him, too."

And it is that blending of the wild, unspoiled freedom of nature with noble traditions, ecclesiastical and political, that makes for the strange, quiet, compelling fascination of this land. You walk in ancient glades, silent, alone; but everywhere are the footprints of history. Gorham's British troopers burned and ravaged this smiling countryside in 1759; in 1600 the huge domain of the first fur company stretched from Les Eboulements to the Moisie River, 3,000 miles away, and into the Hudson Bay region. This calm valley was the amphitheater of that struggle which settled, in Park-

man's phrase, "the most momentous and far-reaching question ever brought to issue on this continent: Shall France remain here or shall she not?" Yet all the land and the proud river have marvelously retained a primitive dignity, inscrutable, inviolate; and over valley and stream and mountain broods the

wonder of Wordsworth's question as he gazed upon the storied plains of an older land:

"Is this the stream whose cities, heights and plains,
War's favorite playground, are with crimson stains
Familiar, as the Morn with pearly dew?"

Stories of the Calendar.

The continuity of human history, the essential unity of life and civilization as manifested in different times and places, the interdependence of all the peoples who have ever lived, never appeals more keenly to my imagination," said the high school teacher, "than when watching the various holiday sports."

"Yes?" queried the salesman. "What started that line of thought in your head?"

"The hallowe'en party to which some of my boys invited me. Among other things they had a large bonfire in an open place not far from the house. As I watched it I could not help pondering over the persistence of a custom among us long after we have lost all sight of its original significance. Not one of those boys knew that among the ancient Welsh the first day of November was regarded as the conclusion of summer and was celebrated with bonfires, accompanied with ceremonies suitable to the event. Some of these may even have included human sacrifices to the gods, so that the bonfires were actual bonefires. Ireland, too, lighted at this season similar fires, which were called Beal Temidh, a term adduced by antiquaries as an argument for the Phoenician origin of the Irish.

"This lighting of the yearly bonfire and the opening of a November year with mourning for the dead—a custom still followed by the church in its observance of All Saint's day and All Souls' day on the first and second of November, are a survival of the earliest times.

"The name given to November by the ancient Saxons may have grown out of their custom of sacrificing to their deities at this time. They called it Blotmonath or bloody month, and the blood may have been that of the animals offered up at this time.

"November was also called Slagtmaand or slaughter month, a term explained by the fact that in this month the cattle were slaughtered for winter use.

"Wind month was another appellation and is still appropriate. 'November they termed wint-monat, to-wit: wind month,' says Verstegen, 'whereby we may see that our ancestors were in this season of the year made acquainted with blustering Boreas; and it was the ancient custom for shipmen to give over seafaring (notwithstanding the littleness of their then used voyages) until blustering March had bidden them well to fare.'

"Of course, our high school boys are not supposed to be conversant with all the literary allusions pertaining to the month. Yet they are lighting their annual fires just as did their forebears, though they know nothing of the original reason and significance of the fires—just as English boys for generations built fires and carried about a Guy Fawkes effigy on the 5th of November, though many of them had never heard of the part Guy played in the plot to blow up James I and his lords and commons in the houses of parliament assembled.

"This persistence of customs and of names long after their first significance has become cavaire to the general is

to me most interesting. While we no longer use the term slaughter or blood month, we do go back to the early Latin calendar for the name of our eleventh month, though when the name was bestowed and rightly meant something, November was, as the name implies, the ninth and not the eleventh month. It is only usage that sanctions its connection with the eleventh month, for what can be more absurd than the calling of our eleventh month by a name derived from the number-word nine?

"But the use of the word November links the young American with the old Roman, as his weekday names link him with the ancient Saxon. The calendar which he uses daily, never once thinking of the accumulated centuries which are his heritage, is itself a constant evidence that he is inseparably connected with all that has gone before him. And the same calendar seen everywhere and used by everybody binds the most restless modern to the time which is forever past, carrying him beyond even the early Romans into the brooding silence of the dead centuries; during which the Egyptian astronomers, the mystery teachers of the ancient world, watched the heavens and applied the knowledge gained from their observations to the formation of a calendar—using the celestial bodies for terrestrial purposes—as the foundation of the years and months.

"'The Egyptians,' says Ranke, in the first chapter of his *Universal History*, 'have determined the motion of the sun as seen on earth, and according to this the year was divided in comparison with Babylon, in a scientific and practically useful way, so that Julius Cæsar adopted the calendar from the Egyptians and introduced it into the Roman Empire. The other nations followed suit, and since then it has been in general use for centuries. The calendar may be considered as the noblest relic of the most ancient times which has influenced the world.'

"While this statement that Julius Cæsar introduced the calendar into the Roman Empire is hardly fair to the men of the time of Numa and Pompilius, who had already devised a calendar, it

is true that the great Cæsar, when he found that according to the old calendar the new year had receded or gone back from its original position, appealed to an Egyptian astronomer for aid. And it was the calculations of an Egyptian astronomer that were used in correcting the old calendar so as to give the world the Julian calendar. So back to Egypt we can trace our Gregorian calendar, which is the old Julian calendar reformed first by Augustus and later by Pope Gregory. Pagan and pope, both have labored to give men a measure of time.

"A measure of time is especially important to an agricultural community, for men must know when to plow and sow, when to reap and mow. Whether the Egyptians brought it with them from some other land or not, it is quite certain that thousands of years ago they had devised as a unit of time, a year containing twelve months of thirty days each. As a synodic revolution of the moon is accomplished in about twenty nine and one-half days, this year had the lunar month as its standard. Certain old religious ceremonies, such as that of the filling of a perforated vessel with water by 360 priests, and the placing of 360 pitchers each filled daily with milk around the tomb of Osiris, probably had some connection with this lunar year of 360 days.

"As the year is determined by natural causes, it was to be expected that the Egyptians should fix upon some remarkable natural phenomenon as the time for their New Year day. This was found in the approximate coincidence of the rising of their sacred river, the Nile, and the summer solstice. Hence their first month, dedicated to the god of wisdom, Thoth, to whom was assigned the counting of years and the computation of time, began with the summer solstice near the end of June. Instead of four, they had three seasons or tetramenes of four months each. These seasons were that of Shait or inundation, that of Piruit or sowing, and that of Shomu or harvest.

"The twelve months and those of the Gregorian calendar, to which they

approximately correspond, may be shown in a table:

SHAIT OR INUNDATION.	
Egyptian	Gregorian
Thoth	End of June
Phaophe	End of July
Athyr	End of August
Cholak	End of September
PIRUIT OR SOWING.	
Tybl	End of October
Menchur	End of November
Pharnenoth	End of December
Pharmouthi	End of January
SHOMU OR HARVEST.	
Pachons	End of February
Payni	End of March
Epiphi	End of April
Mesori	End of May

"Now, as the solar year contains 365 and a fraction less than one-fourth days, this lunar year of 360 days would each year fall behind a little more than five days, and New Year's day would go back about five days each year, so that in about seventy-two years, a man's lifetime, the same month would successively be in the season of inundation, seed time and harvest. The farmer would naturally be puzzled by the lack of harmony between the order of the calendar and that of natural phenomena and the confusion in religious festivals connected with the latter and originally assigned to days coinciding with their recurrence, would, presumably, be displeasing to the gods.

"An old papyrus text probably refers to the perplexity and confusion growing out of this erroneous conception of the year. Translated it reads:—"May Amen deliver me from the cold season, when the sun does not shine, the winter comes instead of the summer, the month is stormy, the hours shortened."

"It is this 360-day year which is described in the year riddle, 'There is a father with twice six sons; these sons have thirty daughters apeice, part-colored, having one cheek white and the other black, who never see each other's face nor live above twenty-four hours.'

"This first year of 360 days, regulated by the revolutions of the moon, would soon have to be corrected. The priests of the temples of the sun from their con-

stant observations and reckonings would learn that the time between the summer solstices was nearer 365 days than 360, so without altering the original months, the early calendar was corrected by the addition of 'a little month' of five days, which was interpolated between the last month, Mesori, of one year and the first month, Thoth, of the next.

"These five days, the epagomena, were kept as the birthdays of the gods, Osiris, Isis, Typhon, Nephthys and Horus. These five days were of peculiar importance in Egyptian eyes, as they were festivals consecrated to the worship of the dead.

"A very ancient Egyptian legend symbolically describes the introduction of the 'little month' of five additional or epagomenal days as a quintuple birth. Seb or Sihi, the earth, having contracted marriage with the heaven goddess, Neith or Nuit, without the knowledge of Ra, the sun-god, Ra fell into a great rage and cast a spell over the goddess to pervert her giving birth to her children in any month of any year whatever. Thoth, pitying her, played at draughts with the moon, winning from it in several games, one seventy-second part of its fires, out of which he made five days, and as these were not included in the ordinary calendar, Neith could then bring forth her five children, one after another.

"Losing almost one-fourth day each year, the 365-day year receded a whole day every four years, so it has been given the name of the vague year, as the date of New Year's day would vary. In contradistinction to the vague year of the Egyptians, the true natural year has been called the fixed year.

"As each vague year fell a fraction of a day behind the fixed year, the accumulated yearly deficits would, in the course of the centuries, do what the larger deficit of the 360-day year had done. The different months would pass through the cycle of the seasons. The tetramenes, with their special symbolism of flood, seed and harvest time, would mean each in turn, and the first month of Thoth, which in early Egyptian times was the first inundation month, and so came under the sign used to repre-

sent water, had in the time of the Ramessids passed into the seasons of sowing represented by the sign of a field with growing plants. Later it would be a part of the third season signified by a barn.

"To correct this it was necessary to do what was later done in the Julian calendar, add a day every four years, making the additional days every fourth year six instead of five.

"Still later another revision attempting to make the calendar year even more nearly approach accuracy was made at Alexandria and resulted in the Alexandrine year so long used.

"When Thoth revealed to men the art of measuring time he also gave them knowledge of the future. Each day

had its especial virtue or its adverse influence, and these were marked in the calendars. One of these calendars which have come down indicates briefly the character of each day. 'The fourth of Tybi, good, good, good. Whatsoever thou seest on this day will be fortunate.

"'The fifth of Tybi, inimical, inimical, inimical.' So the hard-headed American who speaks of his lucky and unlucky days is voicing a superstition held by the Egyptian thousands of years ago. Like the high school boys lighting their November fires, he exemplifies the essential sameness of human life and thought, even in times and climes far removed from each other."

Convention of the Austrian Railway Workmen's Union.

BY CARL BERGER, LIESING, VIENNA.

On May 26, 1907, the annual convention of the Austrian railway workers met at the Labor Building, Vienna, and continued in session until May 29. There were present 160 delegates representing all provinces of Austria. As the Railway Workmen's Union is affiliated with the "Federation of Trade Unions" (Gewerkschafts-Kommission) to which belong all larger trade unions in Austria, there were present a delegate of the federation and Dr. Odler, the leader of the Socialist Labor Party.

Odler said that he is pleased to know that the organization of the railway men, in spite of many persecutions by the government, increased in numbers and strength. When, some years ago, the "Railway Workmen's Union" in Austria was a small and insignificant organization, but today it is one of the strongest organizations in this country.

The president of the union, in his report, remarked, that the union since the last convention indeed, has made great strides towards better organization,

but a part of the railway men still remained indifferent towards the movement inaugurated by their more intelligent fellows having in view the emancipation of the laboring class.

In the census of occupation in Austria, in 1900, it is stated that 139,372 persons were employed in railway service. On December 31, 1906, the union numbered only 46,943 members (32,721 in 1905). Still many comrades are outside the organization.

The income of the union was \$61,036 (against \$41,929 in 1905); the expenses amounted to \$46,881, or \$11,673 more than in the foregoing year.

The president proposed an increase of the membership dues; the purpose is to strengthen the funds of the organization to enable a more efficient agitation among railway employes. If the funds are increased, the power of the organization will also be greater. The majority of the delegates accepted this proposition, after which the membership dues will be increased five cents monthly.

The convention discussed the regulation of wages and adopted a resolution on this and other matters.

The convention was closed with the request that the delegates should energetically work for strengthening the union.

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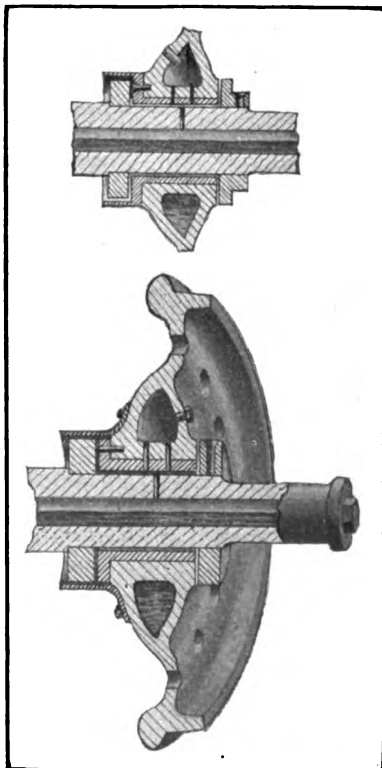
Remarkable is the fact that the railway officials in a convention recently have resolved to join the railway workmen's union.

Of practical value to the Austrian railway workers will also be the fact that at the general election on May 14, 1907, Mr. S. Tomschik, secretary-treasurer of the union and editor of the Journal, "The Railway Worker," was elected a member of Parliament; now the railway employes have a representative in the legislative body.

It is to be hoped that the workers, in realizing that unionism ameliorates labor conditions, build up their union to a still greater power.

Loose Wheels and Loose Axles for Locomotives and Cars.

There are some features of railroad engineering which have made no advance since the very first days of rail-



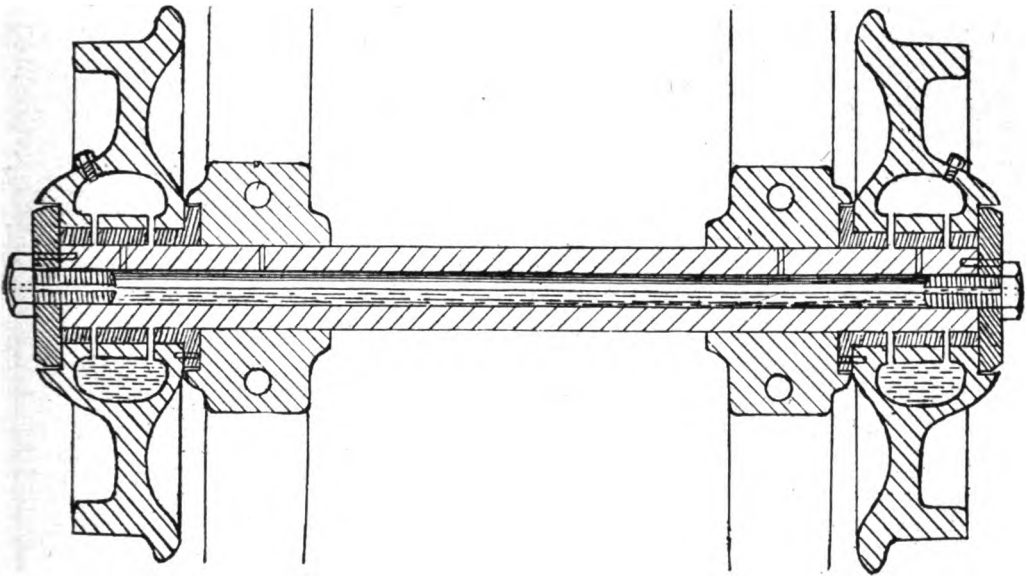
roading. For instance, they cling to the practice of mounting wheels rigidly on their axles, even though this construction offers some very decided disadvantages. In rounding curves the outer wheels of a truck must travel faster than the inner ones; but since each pair of outer and inner wheels is coupled to the same axle, this relative adjustment of travel on curves is impossible, and as a result one or both of the wheels must slip or grind on the rails. This will also occur on straight track, if the wheels coupled together on the same axle are not of the same diameter. The larger wheel will have a tendency to run ahead of the smaller wheel, thus causing the flange of the smaller wheel to run against the rail. A long list of evils does result from these conditions. Not only do the wheels and rails wear out, but there is danger of breaking the wheel flanges, axles, rails, and frequently at high speeds the wheels climb up on the rails, causing serious wrecks.

The axles in a truck being parallel with each other, the front outside wheel will necessarily run against the rail in traversing curves, no matter which way the truck is running. It may be readily understood that at high speeds, a great amount of friction is generated between

the wheel flanges and the rails, with tremendous strains on every part, in some instances so excessive as to shear off the spikes and spread the rails. Similar effects are produced through difference of diameter in the wheels; the tendency of the larger wheel to run faster than the smaller one causes the smaller wheel flange to hug the rail when in this position. The danger may be readily understood; as for instance, a train running at high speed, with the small wheel flange bearing heavily against the rail, on its coming in contact

some instances over fifty per cent of the power being wasted through this resistance. Friction, therefore, costs money.

To overcome these difficulties, and provide means for eliminating the friction of the wheels upon the track arising from slipping upon curves or from difference in diameter of said wheels, Mr. Thomas E. Lambert, Butte, Montana, has invented and patented a loose wheel construction for locomotives and cars. This improved wheel and axle is illustrated in the accompanying engravings. The axle is free to re-



with some extra obstruction, such as at points and crossings, will cause the wheel flange to jump or split the points. Many serious wrecks, no doubt, occur from this cause. When the wheels become worn the danger is greatly increased. It is only necessary to peruse the derailment list for 1906 for the results of these wrecks, a majority of which are undoubtedly caused by the use of wheels rigid on their axles. These wrecks are expensive and destroy valuable lives. Aside from this there is an enormous waste of energy caused from the friction between the wheel flanges and the rails. It is a fact known by every railroad employe that the friction produced on curves is enormous; in

volve in its bearings and the wheels free to revolve on the axle; the object in having both wheels loose is that there will be an even wear of both wheels and their bearings. The axle is made hollow, as by the process of manufacture the grain of the material is more even, the skin on the inside being as strong as the outside, whereas in a solid axle the grain is coarser at the center and practically detrimental; the hollow space also furnishes a chamber or receiver for a lubricant, which may flow through passages to the bearings of the axle. This chamber may be closed by screw plugs. The wheels are also provided with oil chambers which are formed in the webs, with passages to the bearings

of the wheel upon the axle; the lubricants may be supplied to the wheel chambers through openings normally closed by screw plugs. The hubs of the wheels are fitted with bushings adapted to take up the wear. The wheels have a broad bearing surface on the axle and are held in place by collars. Over each collar a dust shield may be fitted. The bearings are kept well lubricated by the lubricants in the wheel oil chambers and the axle boxes. That in the axle chamber is preferably of such consistency that the oil will not flow unless the axle is heated, as it would be by friction after the other oil supply was exhausted. When a bushing wears out a new one may be substituted, thus virtually renewing the life of the wheel. If desirable the bushing may be omitted and the wheel mounted directly upon the axle. It would be somewhat less expensive and may be used for lighter

work, but would not be so economical.

Although wheels are beveled to prevent their slipping on curves, the differences in diameter secured may not be sufficient to compensate for the difference in speed of rotation, and in the dual organization of axle and wheels the one of the latter which is at the outer side of the curve must necessarily slip, producing great friction. The wheels are also liable to wear unequally in use, and this variation in diameter also introduces slipping and resulting friction. But with the improved arrangement it will be seen that this slipping is obviated; the wheel which tends to run faster turning freely upon the axle. At the same time, the device is very perfectly lubricated, and even if the supply within both wheel chambers and axle boxes fail, they will still be supplied by the contents of the hollow axle.

To Yosemite by Rail.

BY R. B. MONNETT.

The Yosemite Valley, that vision of grandeur and beauty, which has hitherto been accessible only to the traveler who is strong and hardy enough to endure the fatigue of a three days' stage ride, is now open to almost anyone who is able to travel at all. A journey that has taken three days to accomplish can now be finished in one day. Man's intelligence and skill, and the toil and daring of his humbler brothers has triumphed over the adamant rock and relentless torrent, crossing the Merced River four different times over large steel bridges in order to find a road bed for the track on one side or the other of the canyon, and has made a path for the Iron Horse almost to the very gates of the valley. Through his untiring efforts the Yosemite Valley Railroad is now completed and carrying passengers from Merced to its terminus at El Portal, from which place a twelve mile stage ride takes the tourist into

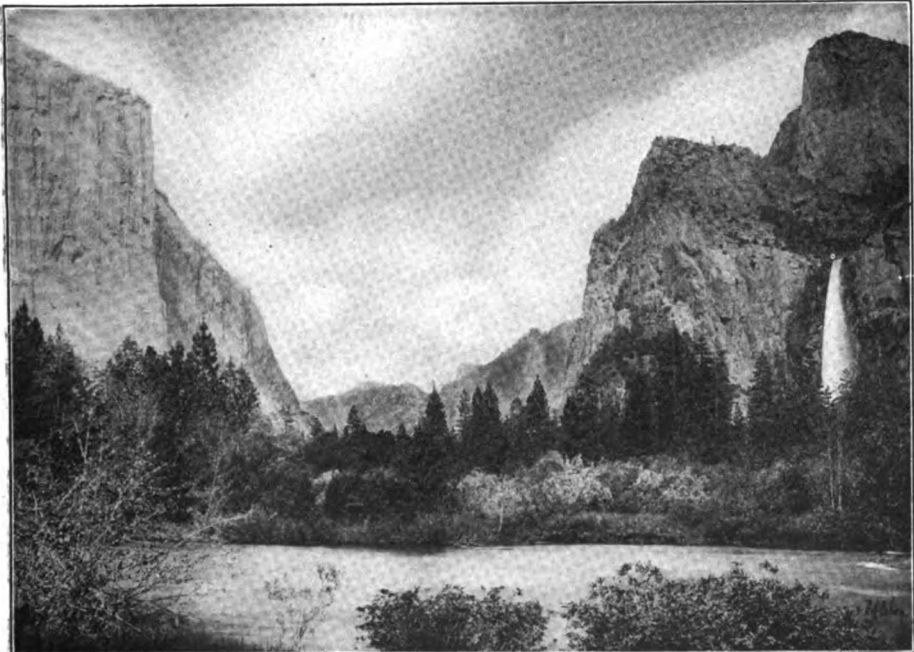
the valley itself. To the romantically inclined, this bit of staging is a redeeming feature, as the charm of solitude and of the early associations will not be broken by the shriek of the steam whistle.

This new road has its beginning on the San Joaquin Plains in the pretty little town of Merced, which may be reached by both the Southern Pacific and Santa Fe lines. It follows an even level across the plains eighteen miles to the Merced River, where the first large bridge crosses the river at Cox's Ferry, now known as the Hopeton bridge.

From this point the road continues through the rich corn fields, fig and peach orchards of the Merced plains to the old town of Snelling, which was once the county seat of Merced County. The next point of interest is Merced Falls, six miles farther up the river, at which point the first dam in the river



BRIDGE BELOW BAGLEY, YOSEMITE VALLEY R. R.
Courtesy Edgar A. Cohen, Alameda, Cal.



GATES OF THE VALLEY AS SEEN FROM THE PORTAL ROAD.
Courtesy of Edgar A. Cohen, Alameda, Cal.

furnishes electric light and power for the city of Merced and is quite a picturesque waterfall. From Merced Falls the road follows the Merced River canyon all the way to El Portal at the Yosemite National Park Line, the entire length of the track being eighty miles. Pleasant Valley, thirteen miles farther up the river, makes the next station. Five miles from Pleasant Valley is a charming little spot, called Horse-shoe Bend. The river makes a curve here in the form of a horse-shoe and a certain section of fertile and sheltered soil has been converted into a magnificent fruit ranch, consisting of olives, peaches, grapes and oranges; the perfume of its waxy blossoms mingling with the spicy odor of pine and herb. From Horse-shoe Bend to Bagby, is an eight mile stretch of wild scenery which gives one a foretaste of the grandeur which is yet to come. The grade follows the river bed just above high water mark and in some places is a mere shelf blasted out of the solid rock, in cliffs which rise almost perpendicularly from the river bed. As the road follows on up the river the walls of the canyon become more precipitous. Bagby is the next station in the canyon, and is a picturesque spot. It is the site of another dam and electric plant, which furnishes light and power for the extensive mining operations of that vicinity.

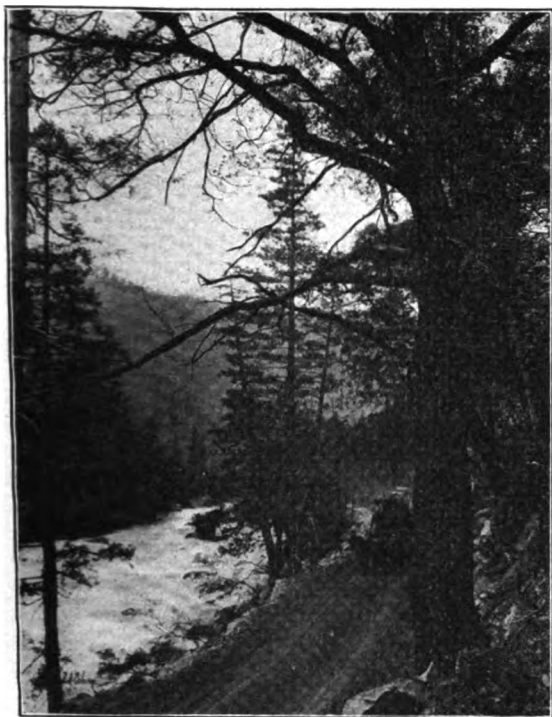
At El Portal we find a cosy place high up in the Sierras, located on the foaming and dashing Merced River, completely shut in by the high mountain walls, tumbling down one side of which is the beautiful Chincapin water fall. Here we find a picturesque depot constructed in harmony with its surroundings, of native pine logs [from the nearby mountain sides, and the commodious Terminal Hotel, with its spacious ver-



TRAIN ENTERING BOX CANYON
On Yosemite Valley R. R.

andas, charmingly located on a gentle slope facing the river. From this point the tourist takes the stage for the beautiful twelve and one-half mile ride to Yosemite.

The most difficult portion of the road lies between Bagby and El Portal. In order to accomplish the blasting in these difficult places men were suspended by ropes from the cliffs above to prepare the charge of dynamite and connect the electric battery. When all was ready they were drawn up out of danger. One ton of powder was used to each charge. So difficult of access are these places that supplies have had to be carried to the camps by means of the pack-train so familiar to the travelers of early days. About twelve or thirteen animals constitute a train, which is composed of the equine trio, the horse, the mule, and the burro, all fitted to a load in proportion to their endurance. The mule carries three



A SCENE ON THE STAGE ROAD
Between El Portal and Yosemite.

hundred pounds, the horse, two hundred and fifty, and the burro, two hundred pounds. Men from every walk of life have worked on this road, not excepting the professions. During the past two winters men have undergone great hardships and hazarded their lives to give to the civilized world an easy approach to this marvelously beautiful spot which nature has hidden away in the mighty Sierras.

All along the river can be seen the evidences of the early mining days, abandoned shafts, and mining camps long gone to ruin. The ground in many places is a series of ridges formed by the sluices which were dug by those sturdy pioneers.

A ride up this canyon of the Merced River, in one of the fine observation cars furnished on this road, would well repay the lover of Nature in her wild moods, even though they never reached the valley. Each season of the year reveals its peculiar charm. In the spring of the year the picture which Nature shows us presents a contrast of vernal freshness in the many tones of green, in the brilliant hues of myriad blossoms, in the exultant warble of birds, in the sparkle of leaping cataract and the roar of rushing waters. Even in the late summer or early fall it is impressively beautiful. The glimmering sheen of California's golden sunshine softens the bold outlines of the rock-ribbed mountains and enfolds them in a mystic spell which brings to the beholder a sense of something that it unutterable. Ridge upon ridge rises in mighty confusion until one almost feels

the force of the upheaval itself. There is a scattering of pines and thickets of manzanita, chaparral, and live oak, with occasional clumps of juniper which soften the rugged outlines, and trailing over all, the wild grape vine in its autumn glory, gives a touch of beauty. Gazing backward down the gorge as far as the eye can reach, may be seen a rippling, sinuating ribbon of green and blue and gray.

Everything has been done by the management of the Yosemite Valley Railroad to make this trip not only one of great enjoyment from a scenic standpoint but also one of comfort and convenience from a personal point of view.



A Trip Home.

BY G. R. CARSON.

Did you ever take a trip away from home? Well, about two months ago Molly (that's my wife) gave me \$50.00 and Mr. Davidson gave me passes to Ohio, and one Saturday afternoon I started for the scenes of my childhood, about 150 miles up the Ohio river from Cincinnati. I got to St. Louis Sunday morning and took a sleeper on the B. & O. R. R. and went to Cincinnati. Did you ever ride in a Pullman sleeper, Mr. Editor? Well, say, they're great; cushions and mirrors every where. I was the only occupant of that sleeping car to Cincinnati; it was the Jamestown sleeper and the porter told me that he had only received two bits in two weeks. said he couldn't live on twelve and a half cents a week, and was going to quit as soon as he got back. I don't blame him. But that hasn't anything to do with my trip. The train had what they call a dining car and I went in there and ate my dinner; they didn't have high stools like I'm used to, but leather bottomed and backed chairs. I tell you they were fine. I ate a piece of chicken and a few other things and supposed my bill would be about 20 or 25 cents, but instead the porter brought me a check for \$1.85! What do you think of that?

Mollie doesn't know about that dinner yet. She would have a fit if I should tell her. She wanted to fix me up a basket before I started but I didn't want to bother with it. If you ever see her, please don't tell her. She's one of the kind that saves her dimes and it would look like a sin to her to pay over 30 cents for a dinner. Well, as I said before, I got to Cincinnati in the evening and wanted to stay there all night and take a boat up the river in the morning.

I went to the "Grand Hotel." Did you ever stop at the Grand Hotel in Cincinnati? If you haven't you have missed half of your life. I went up in an elevator to the fourth floor and walked down a long hall to what they call a lobby furnished in large leather chairs and settees, and full of men and women.

I went to the counter where a starched up young fellow was standing and told him I wanted to stay all night. He hallowed out "Front!" I told him I wasn't particular whether I had a front room or a back one; I wasn't acquainted with any of the neighbors front or back.

Well, a black rascal came up to where I was standing and grabbed both of my suit cases and started off with them. That made me mad to think he would be so bold about stealing my grips right before a whole house full of men and I hollered as loud as I could for him to drop them, and started after him as fast as I could run, and not being used to such a slick floor I slipped and fell all over myself, skinned my left elbow and nose and had to wear a porous plaster on my back for a week. But I caught the nigger with the grips just as he was going into a cage of some kind. I suppose the cage would have taken him down some place and that would have been the last of my grips if I hadn't caught him. I carried them back to the clerk and asked him where the back porch was and whether they had a towel and wash pan there or not. You see I hadn't washed since I had left home and felt dirty. The clerk told me I could wash in my room. Well, I took his word for it and went up nine or ten stories to room 999, and what do you think, there was a wash place right in the room and all I had to do was to turn a faucet and could get either cold or hot water. Wasn't that fine? You don't have to use a rope and a bucket every time you want some water like I do at home. It's a good deal handier, don't you think? Say, if you ever go to Cincinnati, stop at the Grand Hotel.

I went up to the dining room to supper and had everything to eat I could think of. When I was almost through the waiter brought me a glass of water on a plate. It looked more like one of Mollie's bowls than anything else, but it was glass and I told the feller that I didn't want to drink anything more and he said it

was not to drink but a finger bowl and it was to wash my fingers in. The impudence of the black rascal! I told him in a loud enough voice to be heard all over the dining room that I had washed my hands before I came down from my room. I just wanted to let that waiter know that I wasn't so green. Besides, he looked like the fellow that tried to steal my grips earlier in the evening—same complexion. He was pretty decent to me though, while I was eating, so I gave him a nickel when I got up from the table in addition to the 25 cents that I paid him for my supper. Would you believe it, though, he never turned that quarter in to the office at all, and when I left I had to pay for my supper again,

and it wasn't no quarter, either; the clerk charged me \$3.50 for bed and three meals. I was game, though, and never said a word. I told Mollie when I came back home that I had given most of my money to an orphan asylum, which pleased her very much. She is one of the kind that believes in giving one tenth of my salary to the Lord and other orphans. So I knew that my explanation of my expenses would meet with her approval. Say, I shall never forget that Grand Hotel as long as I live. You ought to go there some time.

I took a boat the next day for Syracuse, and if you want me to I might tell of my trip up the river, and if you ever go to Cincinnati, go to the Grand.

TO BE CONTINUED.

Desert Thirst.

BY EFF. ESS. DEE.

The sort of thirst I shall attempt to tell you about is not the kind which usually follows a night devoted to "painting the town red." It came from a water famine about half way across the Granite Desert in Nevada, in the year 1877.

Myself and seven other men had come to that locality afoot from California, behind seven thousand head of sheep, which were designed for delivery to a "Rancher" in Colorado.

We had progressed over part of the desert fairly well and whenever necessary had filled our canteens from the water barrels on the "chuck wagon." Night overtook us, but we expected to make an all night drive and find ourselves well over the desert and close to water by day break. To our surprise, however, the sheep lay down and neither force nor persuasion could induce them to move onward. So we camped for the night. After breakfast the foreman instructed us to take two canteens of water to each man as the wagon would continue eastward until it reached a water supply. Our men were all "tenderfeet," and not accustomed to desert

travel, and instead of merely moistening their mouths with water, they would take a generous gulp when thirsty. The sun rose red and ready for the business of dispensing heat, and the cloud of dust from 7000 sheep in motion produced a thirst passing from intermittent to continuous. The wagon soon passed out of sight. Towards noon some of the men asked others if they were out of water and some answered "yes," hesitatingly. I frequently divided mine, expecting certainly that we would not be long in overtaking the "chuck wagon." Noon came—hot, dry, insufferable. The sheep stopped, "bunched up" and would not move. Now that they were still, the dust cleared away, but revealed no welcome line of green in the distance, as we had hoped. Instead, there stretched the dry, sweltering, desert, extending to where it was met by a brassy, cloudless, baking hot sky. We looked at each other questioningly. No water! I was about to suggest that we send a man ahead with all of the canteens and let him fill them when he overtook the wagon, and bring them back on horseback, but the sheep began

to scatter and run in every direction, and all of us, being somewhat dazed from excessive heat, seemed incapable of sane thought, and were impelled only by the idea of keeping the herd together.

Finally we got them "rounded up," but they would not go forward. So we started east following the wagon tracks. Hotter and hotter shone the sun. Dryer and dryer became my mouth, lips, nose and eyes; my tongue swelled and swelled until I could not keep it in my mouth; my lips cracked open and I could feel the hot blood on my tongue. Every pulsation of my heart sounded in my ears like the rush of waters. My vision was indistinct. I began to stagger and laugh and mutter. Some of my companions were cursing, some were praying and some laughing idiotically. One of them commenced digging in the earth with his hands and then they all dug and dug until the blood oozed from their fingers. No water! Then they pressed their faces into the newly dug holes. A slight breeze passed and

then stillness and furnace-like heat.

Suddenly came an onrushing roar in the rear of us. The sheep were coming like mad—for on that passing breeze instinct had detected nearby water and they were running "nose on" to it. I knew in a flash what it meant, but I could only mumble and point after them and push the men forward—I could not speak. Weakly we tottered after the thirst crazed sheep. Stopped again and again, tottered unreasoningly on until as heard in half wakefulness, came "Hello!" "Hello!" "Wait where you are, fellows." "I am coming." "It's me—it's White." And up comes White with a bucket of water and dashes a cupfull in each man's face. Then followed a crazy, fierce fight for the empty bucket and then—a blank.

The first thing I became conscious of was lying in a tent soaking wet all over. The cook had wet us with a bucket of water and the foreman came after him with the wagon and hauled us into camp.

He Felt It Coming.

FROM "WASHINGTON EVENING STAR."

"Yes, siree," maundered the red-nosed inconsequential-looking little man in the groggery, as he blew the foam off the top of an edition of 'the tallest in Washington for a nickel,' "there's goin' to be a panic all right enough. There sure is. I kin feel it a comin'. All the signs p'int to it. It's in the air. Stock market a-tumbling and all th' rich peepul with money t' invest a-gittin' skeart an' all like that. Oh, there's a panic due, all right. You kin take it from me."

However, none of the loungers about the groggery appeared to be in a state of any immediate alarm over the prediction. They just went right on lounging.

"An' it's a-goin' t' be some panic, too," went on the little red-nosed man. "Devil t' pay an' no pitch hot—that's what it's a-goin' t' be. Tell you what, it's a good thing t' be livin' in Wash'n'n endurin' a panic. Y'see, panics don't much hurt

this town. Old gov'ment coin keeps th' pot a-boilin' here. But in them commercial towns—geemeeny crickey, but w'en this panic comes—an' it's a-comin', you hear me—there'll be tough times."

The barkeep swabbed the bar off with his gummy towel, and the loungers continued to lounge, and nobody appeared to be in the least dismayed by the direful prognostications of the little man with the rummiferous beak.

"This yere Roosevelt feller may be all right—I ain't sayin' that he isn't—but he sure is a-pokin' it into them fyenanciers all right, all right," the inconsequential man pushed forward, unmindful of the neglect with which his discourse was being received. "An', after all, them's th' peepul that run things in this country, hain't they? An' if we didn't have no fyenanciers, we'd be bum dooces in a punkerino deck, wouldn't we? An'

there's somethin' a-comin' t' them, too, hain't there, f'r runnin' things? Well, I guess! An' yet they're gettin' it w'ere Minnie wears th' moose-teeth. It ain't right, that's what I'm a-sayin'. No-pee, it ain't right! Hey?"

And still the habitudes of the groggery were quite undisturbed. They lapped up their suds with quite their usual complaisance, and continued to gaze around them in quite their ordinary soused bovine way, and the little red-nosed man's personally conducted monologue wasn't stampeding them a little bit. But he was going just to suit himself, and so he continued:

"Remember them soup-houses that they had around Chicago an' New York an' them big towns back in ninety-three? Well, that's what we're a-goin' t' git ag'in. Soup-houses. That's what. Helluva note, too, w'en th' United States gits into th' soup-house game, ain't it? Well, I shu'd squeak! Soup-houses! Great gag, w'en th' best we kin do in this country is t' start soup-houses f'r men that ain't got no work! We ought t' go bag our heads, that's what! Hey?"

But they wouldn't get het up. They declined to. They were busy with their grog and their own thoughts and their own lolling, and the promise of the economic wrath to come didn't feaze them a teenchy little bit.

"You fellers may think panics is fun," went on the little red-nosed man, "but I'm a-tellin' you that they're not. They're th' bad stuff sure 'nough. Homeless widows, starvin' orphans, an' all like that. No fun 'bout panics. An' we're headin' f'r a panic just as sure as we're standin' or sittin' here, you listen t' me!"

Just at this stage of it a huge, stout, tall woman, with touseled black hair, and a hatchet face, and just an ordinary string pulled around her house wrapper to keep it down at the middle, bounded through the swinging doors of the groggery.

She took one short, but extremely comprehensive, look at the red-nosed little man, and then she was at him in about two-and-one-half jumps.

She grabbed him by the slack of his coat collar and yanked him around in front of the bar for a little while. Then she jammed him up into a dim corner of the groggery, against the beer refrigerator, and swatted him a couple of stinging ones in the face with the palm of her large, bony hand. Then she pulled his bum-looking straw hat off his head, tossed it onto the floor, and stamped on it, all the time maintaining her clutch on his coat collar. Then she reached over with her left hand and poked him a real tidy one right in the pit of the stomach, evoking several eloquent grunts from him. Then she stood him up against the bar, and shaking her loose hand at him, she addressed him thus:

"You little chopped-off, sawed-off bum, you! You zero with the rim tore off! You little ratty hunk o' nothin'ness! You piece o' cheese! You ornery bar-room loafer, standin' here with a crowd o' lazy, drunken louts, an' drinkin' up the money that I stand over a wash-tub t' get! You common, cheap, no-account piece of trash! You slab-sided rabbit, that ain't done a day's work sence I married you! You, you—you come along with me this minnet, you hunk o' glue, or I'll break ev'ry bone in your good-f'r-nothin' carcass, an' if you let out s'much as one word I'll——"

By this time she had him through the swinging doors, and the rest of her little address, as she all but booted the little red-nosed man down the street to their peaceful shack, was lost upon the groggery loungers. But they hadn't forgotten the little monologue of the red-nosed man.

"That duck was there with th' dope, all right, wasn't he?" observed one of the loungers, with a rummy grin. "There sure was a panic all right."

Our thoughts are the epochs of our lives; all else is but a journal of the winds that blew while we were here.—THOREAU.

A Song of Thanksgiving.

SAM WALTER FOSS IN "SUCCESS MAGAZINE."

I'm thinking that the years are long:—

However long they be.

They still are laborers glad and strong

That ever work for me.

This rose I cut with careless shears

And wear and cast away,—

The cosmos wrought a million years

To make it mine a day.

This lily by the pasture bars

Beneath the walnut tree,

Long ere the fire-mist formed in stars,

Was on its way to me.

The laws of property are lax—

My neighbor's farm is fine;

I'm thankful, though he pays the tax.

The best of it is mine.

No sheriff's clutch can loose my grip

On fields I have not sown,

Or shake my sense of ownership

In things I do not own.

I'm thankful for my neighbor's wood,

His orchard, lake and lea;

For, while my eyes continue good,

I own all I can see.

I'm thankful for this mighty age.

These days beyond compare,

When hope is such a heritage

And life a large affair,

We thank the gods for low and high.

Right, wrong (as well we may).

For all the wrong of days gone by

Works goodness for today.

Here on Time's table-land we pause

To thank on bended knee,

To thank the gods for all that was,

And is, and is to be.

I'm thankful for the glow and grace

And winsome beauty of the Near,

The greatness of the Commonplace,

The glory of the Here.

I'm thankful for man's high emprise,

His stalwart sturdiness of soul,

The long look of his skyward eyes

That sight a far-off goal.

And so I feel to thank and bless

Both things unknown and understood,—

And thank the stubborn thankfulness

That maketh all things good.

EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

C. D. KELLOGG, Editor.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

Thanksgiving.

For what are we to be thankful, or for what should we be thankful, seems to be quite a natural question to ask ourselves when the season of the year arrives which speaks to us of garnered crops, of the North winds that will presently bring snow and ice, and shows us the trail of the invisible Painter after He has touched the forests with those mixtures of exquisite color which baffle alike description and the brush of any earthly painter. The things material and otherwise for which we should be thankful lie around us on every side. Surely the year has been one of wide-spread happiness and well-being, and probably not before in our time as a nation, or in the life of any other nation, has a people enjoyed so large a measure of material prosperity. No epidemic of disease has visited our shores; the people as a nation have been blessed with a fair measure of health; the nation is at peace with all other nations, and the outlook for the future is peaceful. Peace, health and prosperity then, are the abiding blessings for which we should be thankful—and for which we are thankful.

We speak of prosperity, progress and service with, perhaps, a dim or shadowy realization of just what they mean to us

who live in this era of the world's history; indeed there are some who doubt or scoff at our claim of prosperity, and say that the few have or do enjoy it while the many are more unprosperous than ever. Surely that is a pessimistic view if the facts are given due weight. Let us see. In the matter of transportation, both on land and on water, the accommodations, the variety and the speed have never been equalled. That there is not less danger attendant upon all classes of travel is to be deplored, but in quite large measure the fault lies with the people themselves in that they demand speed beyond the point of safety. And at the present time it does not seem a wild flight of the imagination to predict that not long hence aerial navigation will be a regular and safe means of transportation—of course barring such accidents as collisions of one balloon with another, or others easily to be imagined.

The railroad man is naturally thankful for the many safety devices with which trains are equipped, making the occupation much more safe and agreeable than it was a few years ago, and improvements in operation of trains are being made all the time. The comforts and conveniences of living have in-

creased so very much in the last few generations that really what seem necessities now were considered luxuries then. The telegraphic news each morning places before us the happenings in the "four corners of the earth" during the preceding few hours. Our commerce is world-wide and in the markets of even the small hamlets of our country, can be found all the most desirable products of the whole earth. It would be a mistake to think that all these products have come to us without effort; not so, they are the accumulated achievements of the past, they are brought to us by the sacrifices of those who have gone before, and they should be an inspiration even as they are an heritage which should be passed on to our descendants with an accumulated service and effort added.

It is devoutly to be hoped that in some nearby year the nations will have arrived at a sufficiently advanced state of civilization to substitute reason as the arbiter of their differences, and the destruction to life and property caused by war will be known no more on earth forever. A start seems to have been made in the meetings at the Hague toward such a desirable end, but we must confess that results are not as rosy as were seemingly justified by manifestations on part of the nations participating in the recent meeting. Neither does the vast expenditure for war material and engines of destruction, constantly being made by the different nations, argue very strongly for the earnest desire among the nations for the ultimate elimination of war. Nevertheless we should be thankful that the moral progress of the race is in reality a peace propaganda which in time may make war obsolete, and also that we know international differences are being settled even now, which a few years ago would have been sufficient cause for war.

To those who live in the United States an added element for thankfulness abounds in the way of greater liberty and greater opportunities for education and material well-being than in any other land or in any past period of time. And the message coming to all the

people from the abundance of blessings enjoyed is one urging to more and better service, to a fuller recognition and regard for the rights of others and a more generous disposition towards and treatment of each other. This is no utopian message, but one of simple kindness and humanity, that would wonderfully promote "good will on earth." Someone has said that this country is in sore need of an aristocracy of intellect and service, and because such an aristocracy does not exist in the popular consciousness, we are bending our knee in worship to the "golden calf or money." The criticism seems a just one when we contemplate the mad scramble for dollars going on all over the country. A popular fallacy has grown up that the possession of an unlimited number of dollars will bring an unlimited amount of happiness, when almost without limit examples abound to the effect that those who earn a modest competence, and who enjoy it in the simplicity of home life, are they in whose lives is a more abiding contentment and joy than in any other class of people. Among the laboring classes, then, we believe is to be found the largest and best amount of contentment and happiness. To the attainment of this end the labor unions have contributed very greatly, and strangely do we believe that the forces for good set in motion by the rise and progress of organized labor will gather momentum and strength as its aims unfold and its opportunities multiply. We believe there is a mighty undercurrent for good in the world which is not given proper credit by people who look on the dark side of things—the surface indications do not always show the rugged intensity of purpose and depths of life beneath, and it is to be regretted that people do not think over their blessings more than they do.

Those of us who are members of labor unions should remember that the future is not all roseate and glittering; it is probably passing through a more or less critical period in its history. The experimental stage is passed and the uncompleted structure is being criticised, every point of weakness will be

found out, and rest assured the point of attack by the enemy will be directed against that point. Even as the future is large with hope, so it is large with danger. The time is at hand when its very strength may be a source of danger to it, if unwise leaders are permitted to dominate it and pursue unwise policies.

It behooves the rank and file of organized labor to attend their meetings and inform themselves intimately of every phase of their work and the policies to be pursued by the leaders. Good union men are the ones who know most about their union, for then they know of the dangers within as well as those without.

Cardinal Gibbons on Organized Labor.

Cardinal Gibbons wrote an article on organized labor for the October number of Putnam's Monthly, which has provoked much comment from the daily, religious and labor press. The gentle Cardinal presents the subject from the standpoint of one who has "never mingled in the fray," and therefore what he says is more or less theoretical and unutilitarian—it is easy to tell how this and that thing ought to be done, how men ought to do and act towards each other, the rights and duties of employers towards the laborers and of the same towards their employers, but the most casual observer must of necessity admit that in all the ages men have either not seen the right or having seen it have not lived up to the requirements of their visions. For instance, who can gainsay the truth of the following: "Labor has its sacred rights as well as its dignity. Paramount among the rights of the laboring classes is their privilege to organize, or to form themselves into societies for their mutual protection and benefit. It is in accordance with natural right that those who have one common interest should unite together for its promotion." Yet it has not been so many years ago that the truth of this seemingly self evident assertion was very strenuously denied and actively opposed. One might perhaps be pardoned the remark that the Cardinal's assertion seems somewhat belated. Continuing the Cardinal says:

"Throughout the United States and Great Britain there is to-day a continuous network of syndicates and trusts,

of companies and partnerships, so that every operation from the construction of a leviathan steamship to the manufacture of a needle is controlled by a corporation. When corporations thus combine, it is quite natural that mechanics and laborers should follow their example. It would be as unjust to deny the workingmen the right to band together, because of the abuses incident to such combinations as to withhold the same rights from capitalists, because they sometimes unwarrantably seek to crush or absorb weaker rivals."

Only for the solemnity of the subject and the dignity of the writer one might think he was trying to crack a joke when he says, "capitalists *sometimes unwarrantably* seek to crush or absorb weaker rivals." An account of a capitalist trying not to crush a rival or trying to help one would be mighty interesting reading if for nothing else but its rarity; but of course that's another subject.

Seemingly fearful of having said something distasteful toward the employers, the Cardinal quickly sets himself right as follows:

"God forbid that the prerogatives which I am maintaining for the working classes should be construed as implying the slightest invasion of the rights and autonomy of employers. There should not, and need not, be any conflict between capital and labor, since both are necessary for the public good, and the one depends on the co-operation of the other. A contest between the employer and the employed is as unreasonable and as hurtful to the social

body as a war between the head and hands would be to the physical body."

As far back as historic records go the substance of the Golden Rule has been enunciated; every nation has had its employers and its toilers, in all of them has been preached the brotherhood of man, and all thinkers in all nations have, like the noted Cardinal, theorized that "there should not, and need not, be any conflict between capital and labor," yet all the time the conflict has gone on with seemingly increased intensity and bitterness. Is the theory wrong, or are the elements with which the theory has to do, not in harmony with its spirit? Is not the Cardinal, and other utopian writers, at fault in that they derive a perfect formula, or theory, for the use of imperfect humanity? It is conceivable that an employer might conscientiously think that he was paying his employes enough, and at the same time the employes might conscientiously think that they were not getting value received. And furthermore we have not heard of an employer who thought he was not paying his employes enough, nor are the employes who think they are getting too much, talking about it in very loud tones. We respectfully suggest and earnestly submit to the careful thought of the Cardinal, as well as to others who think on the subject, that so long as abject poverty and inordinate wealth exist side by side—the lowly hovel and the costly mansion—it will be impossible to make those who live in the hovel believe that there should not be a constant conflict between them and those who get their labor. Do not misunderstand us, we give to capital its just due in the problem, and to the directing genius in great enterprises the full meed of praise and profit, but we do not think that simple, fair justice would dictate that the genius get out of the enterprise wealth beyond every possible need or comfort, and those who do the labor get barely enough to keep body and soul together. Bearing on this subject, and with forceful inference as to the future, Mr. Nicholas Murray Butler, in a recent lecture before the students of the University of Cali-

fornia, gave utterance to the following thoughts fraught with a significant meaning to men who give thought to the Labor Problem as the Cardinal evidently has and does, "For one hundred years and more the people of the United States have maintained a democratic form of government, which has grown from small and simple beginnings to a complicated organism ruling a territory comparable to that of the world's greatest empires. Yet happiness and prosperity have not become universal, nor is justice yet established invariably as between man and man, or as between the individual and the community. For this there are two reasons: The first is to be found in human nature itself, with its limitations, its imperfections, its seemingly slow progress toward the highest ethical standards and the surest spiritual insights. For the removal of these obstacles there is no hope in man-made formulas or in governmental policies; education and moral regeneration, taking long periods of time to accomplish their aims, are the only instrumentalities to which we can hopefully turn.

The second reason, however, lies somewhat closer at hand. It is to be found, I conceive, in the lack of adjustment between the responsibility and oversight of the community, acting through its governmental agents, and the exercise of individual initiative in matters relating to property and production. This lack of judgment is traceable in turn to the rapid changes which the past generation or two have brought about in our economic and industrial life. To keep pace with these changes, and to secure justice without sacrificing liberty, is now the purpose and hope of true democracy everywhere.

What chiefly attracts attention at the moment as an element of serious injustice, is the institution, under the guise of liberty or freedom, of what is really a form of economic dependence or slavery, which is usually described as the exploitation of man by man. If this exploitation or use and oppression of one man by another, were shown to be a necessary and inevitable result

of society as now ordered and established, then might we well believe that the socialist propaganda, if it could be made clear that socialism would bring such exploitation to an end, would go forward with increasing energy and success. But it must be pointed out that the exploitation of one individual by another is not a necessary, but an incidental, consequence of the existing social order, and that, bad as it is, its results are in no sense comparable with the evils of the exploitation of one by all, which is a necessary consequence of the establishment of a socialistic democracy. For the exploitation of one by all puts an end to liberty. We should not gain anything by substituting the more injurious form of exploitation for the less injurious; we should rather lose much. The real problem of democracy is to prevent both forms of exploitation, either that of one man by another, or that of one man by the community. To prevent this exploitation, or rather to reduce it to the narrow and necessary limits set by nature itself, and to take away from it all causes added by the grant of monopoly and privilege are clear cut duties of present day democracy."

We believe that organized labor has persistently and consistently held to the course indicated by the above wise words, and whatever other mistakes of omission or commission may be charged to it, contrary to what might be expected, that is not among them. Further thought and investigation in this direction might not be an unprofitable use of time by thinkers, such as the Cardinal, and by those who are engaged in the industries as employers of labor.

In the following paragraphs the Cardinal utters some truths about organized labor, its duties and dangers, which we wish every member of a union would cut out and paste in his hat and read every time he takes it off or puts it on:

"But if labor organizations have rights to be vindicated and grievances to be redressed, it is manifest that they have also sacred obligations to be fulfilled and dangers to guard against. As

these societies are composed of members very formidable in numbers, varied in character, temperament and nationality, they are, in the nature of things, more unwieldy, more difficult to manage, more liable to disintegration than corporations of capitalists, and they have need of leaders possessed of great firmness, tact and superior executive ability, who will honestly aim at consulting the welfare of the society they represent, without infringing on the rights of their employers. They should exercise unceasing vigilance in securing their body from the control of designing demagogues, who would make it subservient to their own selfish ends, or convert it into a political engine."

We believe the members of organized labor are generally willing to be advised as to their duties and obligations to their employers and toward society, especially when such advice comes from a man, who in the very nature of things, must be supposed to be absolutely impartial in his judgment, his vision and advice to both labor and capital. Such a man we very freely acknowledge Cardinal Gibbons to be, therefore it would be exceedingly pleasing to us if he would bring his clear mind and penetrating vision to bear on the subject of duties and obligations of employers toward their employes, and write an article for as wide publicity as the one on "Organized Labor" in Putnam's. And in such an article we would respectfully suggest that due and ample weight be given to the subjects of "Black Lists," "Lock-outs" and coercion, and the universal inclination to grind the employe down to the lowest possible wage and the longest possible hours of labor. A few pointers for such an article can be obtained by reading articles beginning on pages 780 and 789 of the October number of THE RAILWAY CONDUCTOR, and instances of like nature are not rare or hard to find.

The following paragraphs contain advice not particularly more applicable to members of labor unions than to employers of labor, and one might almost think that the Cardinal had in mind a "black-listed" man when he

avers that the honest man who is willing to work should have protection from the authorities, no matter how powerful or influential the person or society which opposes him. It might be well enough to say that there are laws against the "black-list" in almost every state in the union, which should be taken as conclusive evidence that the passage of such laws by the different legislatures seemed necessary.

"We must guard against any word or act that is contrary to the law. Every American citizen has the right to be protected in his efforts to earn an honest livelihood. No man or combination of men should have the power to prevent him from following his vocation, even by intimidation, for he may have not only himself, but a wife and children for whom to provide. It is my opinion that the honest laborer who is willing to do work which is proper and in no way conflicts with the interests of the community, should be given the opportunity to perform it, and to have the same protection from the authorities which is extended to any peaceful citizen, no matter how powerful or influential may be the person or society which opposes him.

I take for granted that all unions and other societies of American laboring men are disposed to array themselves on the side of peace and order, and are as strongly opposed to violations of the law as other citizens. Hence they should exert their influence to see that the laws are upheld if they would maintain the respect with which they are regarded by their fellows. It is not only a question of patriotism, but of self-interest which deeply concerns them."

The Cardinal pays his respects to the "boycott" in the following words:

"I am persuaded that the system of boycotting by which members of labor unions are instructed not to patronize certain obnoxious business houses, is not only disapproved by an impartial public sentiment, but that it does not commend itself to the more thoughtful and conservative portion of the guild themselves. Every man is free indeed to select the establishment with which

he wishes to deal, and in purchasing from one in preference to another he is not violating justice. But the case is altered when by a mandate of the society he is debarred from buying from a particular firm. Such a prohibition assails the liberty of the purchaser, and the rights of the seller, and is an unwarrantable invasion of the commercial privilege guaranteed by the government to business concerns. If such a social ostracism were generally in vogue, a process of retaliation would naturally follow, the current of mercantile intercourse would be checked, every center of population would be divided into hostile camps, and the good feeling which ought to prevail in every community would be seriously impaired. 'Live and let live' is a wise maxim, dictated alike by the law of trade and by Christian charity."

The first sentence of the above paragraph is, we believe, unintentionally misleading, for the members of labor unions are not instructed not to patronize obnoxious houses, they AGREE not to; and furthermore it is difficult to see how blame or disapproval could attach to anybody for not patronizing obnoxious houses. We believe an impartial public would do just that thing—indeed we would be surprised if the Cardinal did otherwise himself. If the grocer, the barber, the clothier, the butcher, the baker or candlestick maker act obnoxious to one surely no one would blame one for patronizing the other trades people in those lines. And if a certain business house has been obnoxious to our friends and they tell us about it, what more natural than for us to shun that house when we want anything in its line? Of course the case is somewhat altered when a union takes up the grievance of its members employed in certain establishments, but they do not issue a "mandate" to their members as to patronage of such a house; they simply say, "we do not patronize" until the injurious treatment of our members is stopped. They simply give notice to all the members of the unions that such a house is obnoxious in its treatment of their brothers. Of course

a volume could be written on the subject of boycotting, as volumes have been written on it, and many court decisions have been rendered both for and against it, and in the near future there will probably be a decision by the Supreme Court of the United States which will have a decided influence on the future of the custom. However, the "wise maxim of 'live and let live'", is a two-edged sword and points with equal menace towards the employer as toward the employe. Fair treatment demands fair treatment in return and if it does not get it then an impartial public sentiment will speak in no uncertain tones.

On the subject of "strikes" the good Cardinal speaks of their results and not of their causes, as follows:

"Experience has shown that strikes are a drastic, and at best a very questionable remedy for the redress of the laborers' grievances. They paralyze industry, they often foment fierce passions, and lead to destruction of property; and above all they result in inflicting grievous injury on the laborer himself by keeping him in enforced idleness, during which time his mind is clouded by discontent while brooding over his situation, and his family not infrequently suffer from the want of the necessities of life. The loss inflicted by strikes on the employers is not much more than half as great as that which is sustained by the employed, who can much less afford to bear it. It would be a vast stride in the interests of peace, and of the laboring classes, if the policy of arbitration which is now gaining favor for the settlement of international quarrels, were also availed of for the adjustment of disputes between capital and labor. Many blessings would result from the adoption of this method; for, while strikes, as the name implies,

are aggressive and destructive, arbitration is conciliatory and constructive. The result in the former case is determined by the weight of the purse, in the latter by the weight of the argument."

Yes, Sir! a strike is war and war is a questionable method for the redress of a nation's wrongs, but sometimes it is the only way. Only for the Revolutionary War, or for one that would have come after it, the experiment of self-government would never have been made. Probably those who participated in that war were not repaid for the hardships and privations they suffered, excepting in the thought that this land would be henceforth dedicated to liberty of action and conscience, and that future generations would be immeasurably benefited. So, with Abraham Lincoln, we are glad indeed that we live in a country where men can strike when conditions of employment become intolerable. No one knows the evils of a strike better than those who have gone through one or more, but only for the fact that those evils have been borne by those who have gone before us, is labor now permitted to have a voice in the wage it shall receive and the conditions under which it shall work. Those who preach the doctrine of peace and arbitration, should remember that industrial slavery is even worse than 'chattel slavery, for in the former the creature necessities are absolutely disregarded, while in the latter they are necessarily an asset. Significant, also, is the fact that in those occupations large in the nation's welfare, and where strikes would bring dire results, they seldom occur. Universal fair treatment of employes by employers would result in universal cessation of strikes, and we feel quite sure that no other method or treatment will prevent them.



The Japanese in Korea and Its Lesson.

A noted Japanese scholar and diplomat makes the following frank statement of the present and future action of Japan toward Korea: "We shall be frank about it—we shall say that we are carrying things with a high hand in Korea. We have gone over into the back yard of our neighbor, and are telling him to kindly move on,—simply because we need his home. We are doing this simply as the Americans have done to the Indians, the rightful owners of America; just as the British have done to the Hindus; just as the Russians have done to the Tartars and the Chinese; as Germany in Africa, and Kiau Chau and France in Cochin-China and Northern Africa have done. Nippon has joined the household of great powers; she has become civilized."

The hit at the great powers of the world is, one to which no exceptions can rightfully be taken, surely. The Americans, the English, the Germans, the French and the Russians did just that thing and we have never heard of any of them denying it. It is quite true that divers and sundry excuses are made but all of them may be summed up in the one that, "It is in the interest of civilization." And civilization you know "rides on a gun carriage." But after all, is the saying just in all its bearings? We hardly think so. It is quite true that the Americans (English) did take this country from the Indians, but it should be recognized that there is a difference in "taking." This country was "owned" by the Indians much as the jungle is owned by the lions and tigers and other animals. It was not a case of placing one civilization against another because the "civilization" of the Indians was virtually a negligible quantity and quality. The Indians had owned and inhabited the land for no one knows how long and so far as we can judge their quality of civilization had not changed in all the ages they have been here, so that in reality, and so far as civilization is concerned, it was quite proper to regard the Indian as a wild animal, or at best as having only

the outward form of man. It was in no sense a forcing of one civilization upon a people in opposition to their own civilization; if it had been the apologist for it would have to depend on an entirely different line of argument or logic.

What the English did in India and South Africa is parallel with what they did in America; that is to say, they found in those countries a practical negation of civilization—hardly a thing that would differentiate between civilization and pure animalism. And added to all that it is altogether probable that if those people had been left absolutely undisturbed by outside influences, twenty centuries, or any other number hence, would have found them no further advanced in the arts and sciences, civilization, than they were at the time the English began their "benevolent assimilation" of them. These two illustrations are surely not on a par with what the Japanese are doing in Korea or Russia and France in Tartary and China. In those countries there is a civilization far removed from barbarism, or animalism. A civilization which shows that those peoples have advanced as far on the highway of progress in some respects as any other nation, and also that their capacity for advancement in every way is equal to that of any other people. So it will not do to say that all these "absorptions" of one country by another are anywhere near alike as to motives or right. Indeed when it comes to a matter of right in questions of conquest, or occupation of one land by another nation, right is generally spelled might, and the fine points of justice are not troublesome, so far as the conscience of a nation is concerned. Perhaps our own recent experience with Spain is the only example in all history where one nation gave the other anything like a square deal; and particularly so when one takes into consideration the vast difference in the strength of the two nations. Truly the study of history is a lesson in strange and startling inconsistencies and contradictions. For do not na-

tions go to war to keep the peace and while they preach the universal brotherhood of man their battlefields are strewn with the dead of their armies fighting for peace. It has always been so and therefore it looks as if the peace conference at the Hague discussing the project of disarmament is as unsubstantial as children's sand houses on the sea shore. Indeed at this very minute France is shooting civilization into the Moors with bullets and at the same time talking universal disarmament at the Hague. Could anything possibly be more utopian, not to say ironic? And still while it is probable that force and progress will always go hand in hand with civilization, nevertheless it is also probable that some of the horrors of war may be mitigated, and that is probably all that most people think will be accomplished by such gatherings.

It would seem as if the dark skinned races of the East are as eager to become possessed of the land of their neighbors as are the Aryan and Semitic races, or else the former have been taught by the latter, and are apt scholars. History of the Aryan and Semitic races shows them to be migratory and certainly more or less confiscatory. In other words, they have never been any too punctilious about the rights of those they found upon land they thought desirable in any way. They overran Europe and were always on the lookout for the best; they came to America and if they have overlooked anything they are still on the hunt for it and may be depended upon to find it. They went to war with Spain to teach her civilization and humanity and as a result they got the Philippine Islands—a job lot which they did not want, but could not let go of, and the result will show what a mingling of all the races under the sun will do. So that in studying the different phases of questions entering into a discussion of the reasons for the absorption of one nation by another, we see that no two of them are exactly alike. In the case of Japan it was simply, when all is said on other phases of the question, a case of national integrity, of her existence as a world power, or as any

power at all; if indeed, that time of extinction has only been set back for an indefinite period, for surely the mighty Russian Empire signed the Peace of Portsmouth with ample mental reservations to fit her silent, steady, persistent push toward the Pacific Ocean, and it is impossible to think that she will give up her long dreamed dream of having Port Arthur as an outlet for her vast inland possessions. Quite plainly did Japan see that with Manchuria and Korea in possession of Russia, that she would exist only by sufferance of Russia, and so Japan was simply fighting for life, fighting to exist.

However, it is possible that Mr. A. Morris Low, writing in the Forum, is right when he says: "The far east is wrapped in impenetrable mystery. We guess much, but we know almost nothing; the veil of the past has been lifted ever so little, and we catch merely a glimpse of tradition and fable running back to an age when there were gods and demons, and the god in the car was a reality and not merely a fancy of mythology. Of the Japanese ethnologically we know little if anything; of the Koreans not much more, but if we are to believe tradition it is from the Koreans that the Japanese spring; it is from Korea that civilization was brought to Japan. Now the concept of civilization, like everything else artificial, is purely a matter of convention. The marvelous appreciation of color and harmony, that passionate love of the beauty of life that enables a Japanese peasant to put a spray of cherry blossoms in a penny vase and see in it a poem to nature, whereas the uneducated westerner with unseeing eyes would see only a few delicately tinted leaves and a trumpery jar, and understand nothing; that deft workmanship; that obedience to authority and loyalty to family—this was the civilization that Korea believed she had given to Japan. In the modern civilization—the great guns, humanity robbed of its individuality and made a military machine, in armor plate and torpedoes, in clanging trolley cars and snorting engines and the habiliments of the west, in all that we,

in the pride of our conceit call civilization, Korea took no pride. Rather, she looked upon it with the same lofty disdain that the college professor does the parvenue who 'improves' a colonial homestead with art nouveau and buys his library by the yard to fill a corresponding number of bookshelves. Japan might become modern and take her place in the great family of nations and play her part in the world's progress. Korea had no envy. She was content to remain the Hermit Kingdom sunk in the sloth of her own ignorance."

The lesson taught by the absorption of Korea by Japan is the same lesson taught by similar absorptions all down the ages; it always has been so and no

good reason seems to exist why it will not always continue to be so. The procedure seems to have the sanction of all history, both sacred and profane. For did not the Israelites "occupy" Palestine at the command of the Lord, and build up Jerusalem; and did not the Romans drive them out and scatter them to the four corners of the earth, and they will be a nation no more forever. And in a large sense, in a world sense, who shall say that it has not been a good thing for the weaker and less progressive nation to give way to the stronger and more virile—a national survival of the fittest, if you please.

Will Morocco be the latest victim of civilization? It seems so.

The Second Hague Conference.

The world's peace conference of 1907 has finally come to an end. The natural questions to ask are, "What has it accomplished?" "What has it failed to do that it might have done?" "Has it made for peace or has it done that which will mitigate the horrors of war?" These are questions not easily answered. It depends on the viewpoint. The observations by different supposedly great editors of the world are not in accord on the subject. Many important European organs of opinion, have passed harsh and sweeping judgment on the results of the conference, accusing some of the powers of hypocrisy and declaring that the whole affair has been a sad and humiliating farce. The fact that one of the powers represented in the conference was virtually at war at the time; and not only that, but a war which is really only one of conquest, gives the cartoonists and satirists ample opportunity to exercise their talents in those respects, for certainly the ironies of peace and war were painfully present. Whether or not a distant viewpoint aided the American verdict, we do not know, but certain it is that it was more favorable and we think more just and reasonable. Our delegates to the con-

ference are quite firmly of the opinion that it was not a failure. They remind us that in addition to the results actually achieved there should be placed on the credit side of the account the important steps toward peace and good will that the discussions, the partial agreements, the tentative indorsements of the conference have facilitated and rendered certain at future conferences. Great reforms are not, it is true, secured in a day or a month. They presuppose much "spade work," preparation, removal of obstacles, and all such preliminary activity should certainly be considered in any impartial review.

From this larger and more enlightened point of view it is impossible not to admit that the second conference has justified its existence. It has made for righteousness in a number of ways.

Its most notable achievement, according to Nelidoff, its president, is the international prize court—the first really international court in the history of civilization. Next in importance is the adoption in principle of the American proposal for a real court of arbitration—although irreconcilable differences over the personnel of the court and the mode of selecting its members have postponed

indefinitely the realization of the admirable plan. Further, the conference has indorsed "obligatory arbitration," also in principle, and shown that a majority of the leading nations are ready to sign a general arbitration treaty covering a variety of issues and subjects. The vote for exempting from seizure private property at sea was gratifying and presaged an early adoption of that principle.

So much for the "peace" side of the conference. As regards its work in mitigating the evils of war, thirteen conventions have been signed for the protection of neutrals, the prevention of "surprises," the elimination of needless horrors and cruelties, the extension of the humane Red Cross rules to land warfare.

Finally, forty-five nations are better acquainted as the result of the conferences, and their relations are bound to be friendlier and closer. The next conference should do much better, but if it does it will owe its greater success to the labors of that which has just come to an end.

So it seems as if an impartial verdict

of the conference is that it has put in force certain agreements the observance of which will somewhat ameliorate the horrors of war, and also it brought under the pale of arbitration some other differences, the settlement of which have hitherto been considered cause for war, so that while a hope for the entire elimination of war may seem utopian, still it cannot be denied that some little advance is being made toward that goal. At the next conference a few more of the differences, the settlement of which lead to war, may be brought under the pale of arbitration, and so on till the desired end is attained. If the time ever does come when the huge amounts now being expended for war material and the engines of destruction, can be turned into the channels of peace, for the amelioration of human suffering that comes in the natural passing of human life, for a large philanthropy that is world-wide in need, then indeed will the world have progressed far toward the time when its whole attention can be given to those pursuits which elevate and purify the race.

Organized Labor's Problems

Trades unionism is passing through a critical period in its history. It will always be on the verge of a crisis, because it has to do with life, for life must mean growth, and growth means pain. But there are certain conditions in the industrial world which call for most careful thought on the part of trades union leaders. No little two by four propaganda method will meet the situation.

First, there is the enemy from without. Never before has there been made such a systematic effort to destroy organized labor. Employers' Associations and Citizens' Alliances have largely passed their period of hysteria. They are now getting down to the job in a scientific, business-like way. They are attacking labor through the courts. They are

employing expert lawyers, many of whom are absolutely unscrupulous, and who devote their entire time to the task of mapping out campaigns against the trades union, and supposedly in the interest of their employers. They have an almost unlimited amount of money at their disposal. A half million dollars a year by the National Association, besides the millions raised by local bodies, is to be used against the "bad" type of trades unionism, which means, in most cases, the trades union which dares to go out on strike.

These efforts will fail to destroy organized labor. They will purge it so that it will become stronger and better, just as the Church was purged through the fierce opposition of its oppressors. But there are certain things within trades unionism which demand the attention of its truest friends.

First, there is its very strength. The growth of trades unionism in recent years has been one of the most significant things of modern times. This growth has brought with it a great mass of enthusiastic fighters, but who, at the same time, are uninformed as to the fundamental principles of their cause. These will endanger the movement if no effort is made to give their work intelligent direction. There must be better "team work." Their attack must not be that of the mob, but that of trained soldiers. Clearly, then, the leaders must see to it that the recruits shall have a course of training which will enable them to "give a reason for the hope that is within them."

Second, on account of the development of organized labor, there has come to be a specialization of industries even within its ranks, which has very naturally resulted in jurisdictional strife. Even mob enthusiasm is better than this, for the mob will receive sympathy from the neutral onlooker, but juris-

ditional strife not only causes bitterness and hatred within, but disgust and ridicule without.

Third, organized labor must deal not only with the ignorance of its own members, but it must educate the general public. It is lamentable that even otherwise intelligent business and professional men are in absolute ignorance of the principles of organized labor. If the public does not know about trades unionism, it must be admitted that it is the fault of organized labor. It is not the business of the outsider to inform himself concerning trades unionism. It is the trades unions' job to compel attention and to correctly inform the outsider. These are some of the problems which confront organized labor today. That they will be adjusted in due time, there can be no doubt. But immediate attention to them will save many a year of struggle and a great deal of suffering and heartache.

BY THE REV. CHARLES STELZLE.

A Boomer Tour.

BY "ONE BROWN." (Continued from October.)

Dick murmured that of all the things which he had found back east
A railway with a double track was what he liked the least.
All Kansas roads are single track, yet everybody smiles;
So Dennis signaled out this stretch and made 400 miles.

A high-ball freight leaves Buffalo at nine o'clock each night
Which has to lay at Groveland for "the owl" to make its flight.
The time from there to Binghamton is so "get-up and get"
That fifty-four inch drive wheels cannot do the trick—not yet!

Complaints from traffic officers were couched in stringent terms:
(A traffic man dictates his "dope", then everybody squirms.)
Dick wrestled with the problem, for he heard the night chief say:
"This train arrives at Binghamton behind time every day."

Now, Groveland rests serenely at the foot of Dansville hill.
The stops to let "the owl" by, give the freight some time to kill.
Dick put this east bound fast freight on the west bound track one night
And broke a record for the train went in on time all right.

The "plug" from Bath to Buffalo was due to leave at six,
But found itself each morning in the same unpleasant fix;
For three fast flyers—always late—would give the "plug" a "scrunch."
Which put it into Buffalo two hours behind the bunch.

This train had one distinction as it hauled from everywhere
All milk and eggs and butter which the country folk could spare.
Buffalonians looked forward in anticipative mood
To the time of its arrival, for they found its cargo good.

The exposition travel gratified the G. P. A.:
But "kicks" about the "plug" grew more insistent day by day.
"To move this milk train promptly, I," said Dick,
"must find a plan
Or they will decorate my manly person with a 'can'."

Henceforth, soon after sunrise, one could hear Dick Dennis call
In his gentle Kansas manner, station agents one and all:
"Get your milk cans and your baggage on the east bound platform—See?
For the 'plug' goes west this morning on the east bound track, by Gee!"

Thus another vexing question which had irritated Dick
Was settled in a way to satisfy the traffic clique
But all the section bosses on the line from Bath to Ray
Denounced the scheme of moving trains in this new-fangled way.

Some readers have been kind enough to say this kind of "junk"
Is entertaining reading: Others, doubtless, think it's "punk."
So we'll run a "red-ball section," for the benefit of those
And give it "time freight rating" of "A Boomer Tour" in prose.

(To be continued.)

LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

Earning Bread.

Earning Bread! How many know the meaning? Evidently the men know, but the women, the wives of our readers of the CONDUCTOR.

How many have forgotten the day they first set out to earn their bread? I dare say not many. Well do I remember the day that I crossed over the line that lay between me and my weekly income.

Times have come and gone when I would say, "can't I make my own living?" "Don't I play fairly well and sew?" Why, of course I could sew, and make a good living. I have two good hands and fear nothing.

My husband would laugh and say he was sure the bread I earned would not fill a quart cup.

Have I not plenty of friends who could supply me with work? All too well I looked upon the easy side of the bread earning question, for in my dreams I saw all the easy side there is to it. My experience on this question has been a bitter lesson and I feel safe to say as bitter a one as any one else ever has had. My own experience has been a lesson to me, a bitter one, not soon to be forgotten. The poor factory girl is looked upon as something inferior. The shop girl as a mere instrument to hand down bundle after bundle of goods for fair ladies to examine, who only discover they do not need anything today, they were only looking for ideas. The girl in the private home is a servant, nothing more, nothing less, but a being upon whom the slave's scorn and contempt is poured, from the head of the house to the baby, who punches and bites to his heart's content. Dare she complain? Is she not only a servant? Thousands today are earning bread in factories, mills, shops and homes. When you read of the growing demand, the pay and the call for more workers you say,

"there is plenty of work for the ambitious." Yes, you read and turn over the leaf and read something else. Did you ever stop to think of the cold, cruel side of the question? Possibly not, for you must turn over one leaf of the heart of the bread earner to know all about it. I am fortunate enough not to belong to the factory class of bread earners, but the aim is the same, making money, is it not? My experience earning bread was bitter until I got over the line. The line? Yes, when I was in peace and plenty, the line lay smooth and flat; all I had to do was to go out and earn my money. But when an accident rendered my husband helpless the line raised just a little, a very little, but I saw it was higher over it than it seemed to be. I soon began to feel the necessity of "keeping the ball rolling," as the old saying goes, so I decided to make a few calls on some of my friends and possibly get some plain sewing, and while I was on these calls why not sell some home made fudge? So I started out to get over this line into the field of bread earners. Talk of your highboard fences and barbed wire fences! They are alright, but when you attempt to get over the line into the field of workers you have a wall to surmount that beats the strength and height of Gibraltar. My first call was on a woman who had "lots of trouble of her own." I felt the line rising. Her welcome was cordial and she opened conversation in the usual way, but there was something gone, something I missed, and I wished I were back home "You must not take life so seriously, my dear. You are only seeing the blue clouds; wait until they turn black, then come to me for consolation; but you are a great, sorrowing child to look at life's little hills in such a light."

I managed to sell her some candy and took an order for one dozen eggs at

two cents less than I got the day before. And after a hasty farewell I departed for another "friend's" house.

"Oh, dear! Yes, your turn has come, too, I see. Well, I think it might have been divided up more evenly long ago." This was the comment of a lady who had insisted upon me calling while my husband was in the hospital. I just thought I would call on you while I was out today, I ventured to say. "I bet you are selling something," she said, with a look at my little box of fudge. "Well, possibly I am trying to keep the ball rolling," I replied. "Oh, pshaw! you don't have to do that, and why not leave the field open for some one who really needs it?" Oh, dear, I felt the line raising.

There is Mrs. L. with eight children and no husband; give her a chance. Oh, dear, earning bread.

My next call was on a German lady, dear old soul. "Yes, I am glad to see you; come right in, come right in." After the usual how-do-you-do's, and so on, I spoke to her of sewing; possibly she could give me some plain work to do at home. "Yes, I would like to help you, but Mrs. G. will do my waists for thirty-five cents, plain, but plenty good enough for me, while you, with your fine tucks and narrow seams, would want fifty, so you see, with the rheumatism and other things, I must save too, ain't it?"

One more lady did her plain sewing and neither she nor her husband had teeth so she did not need anything today. Oh, dear, I sighed, earning bread.

Though sick at heart and ready to give up, I still kept up courage and went on to a neighbor to whom I had rendered service in her dark days, when I lived next door to her. I felt relieved when I rang her bell. Her greeting ran like this:—"Come right in, my dear; I heard you were starting to work and that you sew and sell eggs and candy; come, sit down. Those boys of mine are always after me for pennies and I might as well give you them as her for she has a large store and a husband living, while yours is worse than dead. No income at all; my, oh my, that is terrible; not even a little insurance to start business on. Dear, oh dear; sit down while I draw you a cup of tea."

Poor me. I felt the line had changed and before me arose a brick wall. Earning Bread, rang in my ears. My sight grew faint and I fell rather than sat into a near-by chair, and for me; oh, I dared not answer. When I recovered myself I felt as if I must scream and run right from the house, back to my home, into some big, dark cupboard, and cry as only a woman can. How I missed my home, my sweet-faced little boys, my kind, big-hearted husband.

How my heart went out to the bread earners in the city and town. I did not stay long. She took five cents' worth of candy and asked me if I could change a ten dollar bill!

My next call was on a lady who had lots and lots of spiritual help for me. She did all her own sewing and did not believe in children eating candy.

After asking if the children missed their father, and if I thought he would get well, if he was a good, steady church member, and if I had notified the minister, we bid each other farewell.

When I visited these homes as a guest I was treated as a guest; when I went as a bread earner I was made to feel so. I made my call next on a lady I had known for eight years. "Well, why don't you take boarders?" was her first remark. How that cut; we may not be in full and plenty, but for ten years my husband and I toiled and saved for our little home, early and late; he made hard, long hours, but when his freight would pass our door I knew by his look he was thinking of the hour when his work would be done and he was at home with those little boys, and then open my home to strangers. "No," I said, and she told me I was too independent to be poor.

I felt this line had grown to heights unknown, and the end I could not see. When I left her house, I met a man who had known our family since John went on the road. He asked the usual questions about the patient and how I was getting along. I dreaded to tell him the truth, yet I could not tell him any thing else. He spoke kindly to me and bid me not to worry. I felt better, hugged my little box closer and bid him farewell. He was none of your "friends;" he was an O. R. C. man. That look he gave me broke me down, 'twas the first kind look I had gotten since John went away. I cried all the way home and when I reached the door, the very rooms I thought so cheerless since husband went away, were as a garden of soft, white lillies to me. I threw my coat and hat upon a chair, my little box of fudge upon the table and myself into a rocker and cried to my heart's content, tears of pity, of sorrow, of pride, and tears as only woman can shed or understand.

The little children stood around in wonder; the little four-year-old's hand upon my face aroused me and I shook off my load of care and prepared lunch, after which I half-soled my little boy's shoes and took forty cents of my principal and placed it with my own earned money.

I read a little and then retired, worn in mind and body, much weaker and

wiser, and thus ended my first day in the "bread earning" field.

Some time ago I had written enough material for a book of short stories, how I longed to have my book out by Christmas, but not yet, I must wait.

The next day after my experience I went to the garret where I had my precious writings stored; how I longed to keep them until such a time as I could have my book published and placed upon the market. But was I not to earn bread? With one desperate bound I took from the pile those which I prized most. How the tears flowed, yet I was happy in a way. I sent them away and in some I was successful and some I was not.

I next went to strangers for work and got it. I think friends are nice, for a chat, a cup of social tea, a little music, or a trip, but not anything for the bread earner. The line lays flat and low once more. My husband got well and is again on his old run. We are as happy and peaceful as most of the middle class, but now and again I feel sad, and though I try I cannot shake it off, for it is a silent, sad feeling for "The Bread Earner."

MRS. JOHN DOBSON.
Sparrows' Point Station, Md.

Editor Railway Conductor:

As correspondent I will again endeavor to write an item for THE CONDUCTOR.

Coke Region Division 197 is still in existence and all members are working hard for the good of the Order. We had two initiations at our last meeting and expect two more at our next meeting. Our goat is in splendid order and it certainly did put the candidates through in great shape. Of course it has not been very busy through the summer as it was too warm to work it very hard.

We are always glad to welcome any O. R. C. man's wife into our circle and would be glad to have you all join the L. A. to O. R. C.

We will celebrate our anniversary on the 26th of October. We will have our annual reception then. All expect a good time, but then, you know it takes the O. R. C. and L. A. to O. R. C. to have a good time, for they surely are a jolly crowd.

We are now selling chances on a cushion which was donated by Sister Cunningham; proceeds to go to the treasury. We also have a quilt about ready to chance off. We expect to make quite a nice sum on the two.

Sisters, it will soon be time for election of officers: Let us all think twice before we speak once. I, for one, would be satisfied to leave some of our officers where they are and I think we

ought to try hard to keep them there, and if we do, let us all stand by them and help them all we can. Sisters, don't get offended at what they say, for an officer has a whole lot to contend with and when anything is said it is only for the best. I think all of our officers of the past year deserve credit for the good they have done, and let us all remember we are all new as officers and must all learn; there is no one perfect. Let us all learn to be a little blind to others' faults and to their virtues ever kind. So, Sisters, let us all stand by our officers in the coming year, whether they be old ones or new, and give them our hearty support. We had an excellent president this year and I, for one, would like to see her fill the chair another year.

NELLIE BERKEY.

Connellsville, Pa.

Editor Railway Conductor:

White City Division No. 100 had the privilege of attending the School for District Deputies, held in our city October 7th and 8th. Grand President Sister Moore had the new rituals and the two days seemed all too short to fully exemplify the work. Monday the Ladies of Division 100 served luncheon to the deputies and our own members. Not being one of the committee I can freely say that it had reason to be entirely satisfied with the result of its labor.

The members responded promptly to the call for contributions, and the committee made a fine showing with the material at hand.

Our colors were used in the decorations. From the chandelier over the center of the table the ribbons were suspended and brought down to the table, terminating in bows and rosettes. The flowers were both red and white carnations, which with the green of the fern leaves added much to the attractiveness of the table. Just at the right moment, when the delicious aroma of the coffee assailed our nostrils, the chairman of the committee, Sister Ashman, entered the hall, and in the dignified and graceful manner which is so entirely her own, escorted Sister Moore to the table, deputies and members following closely.

At the opening session Sister Moore prepared slips, deputies drawing to fill chairs. I am sure all were pleased that Sister Sewell drew the president's chair, as she could so ably demonstrate the work. Proposals for membership, balloting, etc., were taken up Monday.

Tuesday afternoon was given almost entirely to the new floor and drill work. The work being new to all it required great tact and patience, not only to place

each one in proper position, but to keep them there. While we sometimes lost our dignity, our tempers, never; and would willingly try, try again. Sister Sewell, with her usual good nature and patience, explained how the work could be done, there being either one or two doors in a hall.

Many instructive and some amusing details I must omit for lack of space. We were surprised at the small attendance. Those absent have much to regret; it was an education in Division work one could not afford to miss.

We are working hard for our bazaar which we expect to hold in November. Our sewing bees are well attended and our jolly secretary sees to it that never a member escapes without paying for luncheon, and as she requires more money for single collections, we hastily get in line when she appears with the basket. But life is made such a burden to those who don't sew. There is one I know who has had serious thoughts of taking lessons in plain sewing. We have discontinued our club meetings until after the bazaar.

Our annual picnic at the Home was attended by the usual crowd and was enjoyed alike by the inmates of the Home and ourselves.

About twenty of our members took a trip across the lake together this summer and reported having a fine time.

This being my last letter as correspondent, I hope all who breathe a sigh of relief will also "Let Charity her mantle cast o'er all my writings in the past."

Chicago, Ill. MRS. A. E. COATES.

Editor Railway Conductor:

"O, wad some power the giftie gie us,
To see oursel's as ithers see us."

And I could tell just where and on what to begin. Personalities and matters of purely local interest can not be used, so say the editors.

Let us discuss our President, not in particular, but in general. I wonder how many of us really ever stop to consider what the term implies. It should stand for dignity, honor, sympathy, charity, truth and friendship.

For dignity, because she is at the head of the Order, and its prosperity and government depend upon her judgment and the faithful discharge of her duties.

For honor in all that the word implies.

For sympathy in misfortunes, affliction and bereavement. We expect her to be ever ready to every call.

Her home, her time, her money, we expect to be always as free as charity.

Truth is mighty, and he that thinks truly, speaks truly and lives truly is above the tongue of reproach. We expect this of our President.

Friendship, Anna Robertson Brown says in "What is Worth While," I used to think that friendship meant happiness. I have learned it means discipline. Seek how we may, we shall never find a friend without faults, imperfections, traits and ways that vex, grieve and annoy us. Strive as we will, we ourselves can never fully fulfill the ideal of us that is in our friend's mind; we inevitably come short of it. It costs to be a friend or to have a friend—sometimes a man must lay down his life for his friends. There is no true friendship without self-abnegation, self-sacrifice.

We are banded together as an helpmeet to the Order of Railway Conductors. Do we assist our President as we should in maintaining this purpose? Do we assume the critical attitude every time anything goes contrary to our wishes? If so, it does not benefit us nor our Division.

Letting go the unworthy things that meet us, and taking loyal hold of our work and duty, let us be women of true worth, bound in closest union, with motives as broad as humanity.

Decatur, Ill. MRS. C. E. TULLIS.

Editor Railway Conductor:

You have not heard from us in quite a while. I will try and do my duty. The leaves are falling fast and it reminds us election will soon be here.

We have taken in no new members this year, but we hope to next year with our new work, which I think is an improvement. No. 164 is having thimble parties; now perhaps our Sisters would be interested in what we are doing. We take our own lunch, the hostess furnishes the coffee, then if we don't work we pay five cents. We have a flower fund; every meeting we put two or three cents in—it is not compulsory.

Our President opened her home for a supper just for the ladies and their husbands; had a very nice time.

It is so hard to get the members interested; I cannot understand why the floor members are not as anxious to support their officers, as it is necessary for the officers to do likewise by their members.

MRS. H. T. BOLLES.

Binghamton, N. Y.

Editor Railway Conductor:

Harbor Division No. 250 wishes THE CONDUCTOR and all its friends to know we are still alive. We have changed our meeting place to Mohegan Lodge rooms, State street. Our membership is still twenty-four, but we expect three new Sisters in the near future. We have been busy since you heard from

us last. We had a May ball, which was a decided success, considering it being our first attempt.

Our trip to Field's Point with Sisters from Boston and Providence was something long to be remembered and we did justice to one of those famous Providence River shore dinners, which they say can't be beat. We gave a supper and social to the Brothers of Division 500 September 30, which was well attended. A very enjoyable evening passed with vocal and instrumental selections, whist and a general good time, which was enjoyed by all.

At our last meeting, October 8th, it was voted to have initiations the first meeting in the month and a whist after our last meeting in the month.

MRS. H. M. DARLING.

New London, Conn.

Editor Railway Conductor:

As it is some time since you heard from City of Oaks Division No. 107, I guess my last letter must have found its way into the waste basket, so we will try it again. Our Division is getting along fine, our officers are punctual in their attendance and their work is perfect. We often have visitors from El Capitan Division No. 300, and we always enjoy their company. Our meetings are pleasant, and we always feel as if we learn something every time.

We have been taking in new members right along, as we expect to initiate three at our next meeting. We have set aside one night in each month to entertain our Brothers of Golden Gate Division No. 364. We usually have musical programs, dancing, and finish off with refreshments. Some of the committees in charge of the evening almost give a banquet. We are becoming quite well acquainted with them. We also have afternoon teas each month. At the afternoon gatherings, we have a dish on the side and quite a number of quarters find their way into it. I must tell you what a grand treat we had from El Capitan Division No. 300. We were invited to a picnic at Mill Valley, one of the beautiful resorts of California. We left Oakland early in the morning and crossed over to San Francisco, where we were met by their lovely and smiling faced President, Mrs. Edwards. From there we went to Mill Valley, where the Division was in waiting with sisterly greeting; and all looking beautiful in white dresses and bare heads. We were conducted to a beautiful grove, where tables were set alongside of running streams, and such tables as they were, loaded down with all kinds of good things to eat. We pride ourselves on being good cooks, but when it comes

to fried chicken, home made bread, and jellies, we'll take off our hats to El Capitan Division. After being at the tables for a couple of hours, we finally got to playing games; and just think of a lot of women running down hill. Everybody started in good shape, but the finish—some on their heads, some on their sides, and some rolling, but we all came out without any broken bones, and only a few scratches and one black eye, and carrying quite a number of beautiful prizes won at different games, besides having one of the best times of our life.

But with all of our pleasures, we also have sadness come into our lives once in a while. We mourn with Brother and Sister Allen for the death of their only child, Leon, a beautiful, promising boy of fourteen; but bear up under it as those things come to all of us.

Oakland, Calif.

P. W.

Editor Railway Conductor:

It is about time that a few more words were sent from Charity Division No. 61, and as it is my duty to see that these words are written, I will do my best.

The Division is getting along superbly; we have three new members, and expect as many more. Lots of interest is maintained in the meetings, and right here I want to thank the out-of-town ladies who catch an early train and ride until nearly noon to attend the Division meetings, and it is no light task to crawl out these frosty mornings. Our annual picnic was held at Riverside this year and everybody reported an enjoyable time.

We have started our sewing society again and held our first meeting at Emerson, Nebraska, with Mrs. Hartman. A lovely dinner and lunch was served and the receipts of the meeting helped to swell our treasury fund.

Our Secretary-Treasurer has moved from here to Crofton, and it has been our habit to present each lady with some little token of remembrance when they have been compelled to remove from our midst by the fortunes of railroading. So in behalf of the ladies of the Division we presented Mrs. Renish with a handsome piece of cut glass.

MRS. OSCAR MOODY.

Sioux City, Iowa.

Editor Railway Conductor:

In accordance with my duty I shall once again send a little communication from Division No. 51 of Ft. Wayne. Our Division and No. 119, our Brother Division, have suffered greatly by the visitation of the death angel.

Our Division is making arrangements.

to attend the school of instruction to be held in the near future at Bellevue, Ohio, and we expect to be greatly benefited by the exemplification of the new work. We are also preparing for a series of parties for the coming winter in order to promote more good fellowship and sociability among our members.

Our goat has been quite busy lately and we have numerous prospects for the future. Our President, Sister Matott, has filled her honorable office very acceptably and by her close attendance enthused the whole Division. Sister Matott is the wife of the Chief Conductor of No. 119. We are all sorry that we will not be supposed to call Mr. Garretson our Grand Chief Conductor any more, but in spite of any rulings of the Grand Division and the Jurisprudence Committee in particular, he will still remain the Grand Chief Conductor to we Hoosiers.

I noticed a communication from Commodore of Springfield, Ill. The old "has been" has not yet joined the "down and out" club and is just as lively and entertaining as many of the young men. In spite of the freezing given him by the other Springfield correspondent, we notice he is still in the ring.

Hope our editor in his magnanimous mercy will not consign this to the waste basket.

MRS. CHAS. A. BOWMAN.

Ft. Wayne, Ind.

Editor Railway Conductor:

As correspondent of Columbian Division No. 40, I present my fourth letter to the good editor for publication. It is gratifying to know one has done what their obligation requires of them, even as in this case, if the patience of the editor has been sorely tried. [Thanks.—Ed.]

We look forward with great pleasure to the School of District Deputies, which will be held in our city October 28th and 29th. Sister Grand President will be with us and will inspire us to greater and more noble work, for the railroad conductor and his family. She always leaves with us such pride in the thought of being domestic partners of one of that most intelligent and trusty class of men, the railroad conductor, who has won his position on account of being "true and tried," and considered capable of taking care of the lives of thousands of our fellow citizens each day, also the care of millions in value for the corporations for which they risk their lives.

We are planning for an apron sale to be held the early part of December, 1907. Each Sister is asked to donate one apron or more. There will be some social feature in connection with this sale,

which part has been left to the wise and prudent judgment of our good social committee that has served us so well this year.

There is always sorrow mingled with our joy, and well be it so. If it were not for the clouds we would not appreciate the sunshine. Our sympathy is extended to Sister Vanscoter in her deep sorrow over the loss of her devoted husband. Also to Sister Forrester in the loss of her son.

Sister Mowings, who has been seriously ill, is reported as slightly improved; we trust before long we will see her in our Division room again.

Now Sisters, as we move in our new hall, Lewis Block, Seventh and Washington streets., rally round your President; give her the encouragement of your presence, and as the time of election of officers is fast arriving, if you have attended the meetings often during the year, you will be able to vote properly—knowing who will best fill our offices for the ensuing year.

May the close of this year find all Auxiliaries in a most prosperous condition.

MRS. E. B. MATTESON.

Buffalo, N. Y.

Editor Railway Conductor:

The Memphis meeting had just closed when the previous letter was written. The report of our delegate, Sister Hattie Reynolds, was very interesting.

We have held a number of meetings since, fraternal and social, that were a pleasure and a benefit to all who attended.

President Sister Youber enjoyed an outing of several weeks. Vice President Sister McLean, who comes from Streator to nearly all meetings, having charge of the meetings in her absence.

Sister Emma Wells, who has been unable to be with us for four years because of sickness, has just returned home after a stay of three weeks in the Aurora hospital.

Our Division accepted an invitation from the Joliet L. A. to O. R. C. to meet with them some time ago—I have forgotten the date, and were entertained and banqueted. The trip was much enjoyed.

The annual picnic was at Riverview and all present enjoyed it.

Sister Cluttenden of Beardstown, and her sons, were with us. Sister Wolfe of Savanna, also, beside our Chicago, Downer's Grove and Riverside Sisters.

Our social meetings under the chairmanship of Sister Rossetter are a great success. Mention was made in a former letter concerning her plans. Considerable sewing has been done and quite a sum will be added to the treasury, be-

ides the pleasure derived from coming together.

Sister Kaiser's birthday party at Downer's Grove being the event of the season with us, it was largely attended and greatly enjoyed by all so fortunate as to be present.

The meetings are held sometimes twice a month and all days with different Sisters. I have written so much now that I cannot tell of all the pleasant times we have enjoyed together so far this year.

Sister Johnson entertained us last, and we finished the sewing begun some time ago. Hoping all L. A.'s have had a successful and pleasant summer, I close.

ALICE K. SNYDER.

Aurora, Ill.

Editor Railway Conductor:

My, how dilatory I have been in my correspondence. THE CONDUCTOR and our friends have not heard from Donner Division this year and all my fault.

I certainly owe you all an apology—please accept it.

March 14th was our birthday anniversary and we celebrated by giving a "hard times" party, with everything donated by our generous Sisters. Prizes were given for the several games played and also for the best sustained character. Same fell to Sister Coon, whose make-up begged description.

Before entering the banquet room we sang a song which ran as follows:

HARD TIMES BANQUET.

By Mae LaForge.

Music by Magnus Humbugus.
4-4 time, accompanied by Jewsharp.

This is our hard times party,
And anything will do.
So if you'll kindly listen,
We'll sing hard times to you.

CHORUS:

Boston beans and brown bread
Boston beans and brown bread
Boston beans and brown bread,
And home made pumpkin pies.

We ask you all to supper,
We've done the best we can.
We've coffee in a boiler,
And beans baked in a pan.

CHORUS.

We hope you'll all enjoy it,
We've done our very best.
Since butter and eggs are out of
sight,
Our cakes are all *non est*.

CHORUS.

As mince pies can't be thought of,
Squash pies will have to do.
So if you leave here hungry,
It's really up to you.

CHORUS.

So come along to supper,
The hour is getting late.
We're sure you'll say our supper
Is the best you ever ate.

CHORUS.

NOTE.—Chorus may be varied to suit the occasion.—Author.

Sung to the air of "Wait for the Wagon."

The applause was tremendous. We charged five cents admission to the banquet and served what the song called for.

Every one departed declaring the evening well spent and wishing we had a birthday once a month.

Fall is now at hand and we are preparing for a rummage sale whereby we hope to realize a neat sum.

ELIZABETH BAILEY.

Sacramento, Calif.

Editor Railway Conductor:

As correspondent of Manhattan Division No. 200, L. A. to O. R. C., it is my pleasant duty to write this letter to THE CONDUCTOR, which makes one every three months for the year 1907. I would like every Sister correspondent to take the deepest of interest, attend her Division meetings and write a letter every three months, as I am positive that there is nothing more enjoyable to the Sisters throughout this land than to read these letters, telling of the many acts of charity, the social gatherings and the very enjoyable times; also the very happy greetings extended to visiting Sisters north, south, east and west. I would like to have every Sister read the letter of our Grand President, Sister Moore, in the October number, after which, I am sure, they would like to hear from her quite often. Our meetings have been very well attended in spite of the very warm weather, and we are looking forward to a very prosperous time this winter, both socially and financially.

Several of the Sisters paid a visit to Rockaway Beach during the month of August, to spend the day with our President, Sister Hutchinson, and her Sister, Mrs. J. Wall, of E. R. Division No. 220, New Haven, Conn. From all accounts they had a very pleasant time.

At one of our meetings during the summer, Sister Miller proposed that each Sister should earn \$1 and deposit same in the treasury of the Division the

second meeting in September, also for each Sister to stand up in the meeting and tell how she earned the dollar.

If what the Sisters said is true, then the Brothers must have saved quite a few pennies for laundry work and pressing of uniforms. One of the Sisters said that she earned it by shaving her husband. The meeting was certainly very much enjoyed by visiting Sister Alword of Tygard Division No. 106, of Fort Worth, Texas, who happened to be present that day. We were very much pleased that our President, Sister Hutchinson, was made a member of the Executive Committee and also a Director of the Grand Division.

The officers and members of Manhattan Division No. 200, do anxiously hope for the speedy recovery to health of their musician, Sister Bryan, who has been very ill. Our meeting days are the same.

MRS. OSCAR HEILES.

Stamford, Conn.

Editor Railway Conductor:

Peerless Princess Division No. 221 is in a fairly prosperous condition and now since the weather has grown cooler, an unusual interest is being displayed by the ladies. An entertainment is being planned to be given at an early date for the purpose of replenishing the treasury fund, and should the proceeds derived therefrom justify it, a series of entertainments will be given during the fall and winter months.

Although our Division at the present time hasn't as large a membership as

have some of the other Divisions, our workers are enthusiastic and a wonderful growth is predicted for us within the next year. Our present condition in that respect is, doubtless, due to the fact that a number of the members have removed from the city within the past few months. In time, however, Peerless Princess Division hopes to merit a place in the front rank, and the present indications are that that time is not far distant.

MRS. ELLA HARBAUGH.

Wichita, Kans.

Editor Railway Conductor:

After many brilliant flashes of nine months' silence, it is time Olive Branch Division No. 96 would hear from their correspondent. Our Division is in a flourishing condition. We are adding to our number right along. We are a jolly bunch, but sorry to say at this time we have quite a lot of sickness.

Sister Daley was visited by the stork last week and kept a young conductor; both doing fine.

We may live without poetry, music and art,

We may live without conscience and live without heart,

We may live without friends and live without books,

But a civilized man cannot live without a cook.

MRS. E. N. SIEGFRIED.

McKees Rocks, Pa.

The Mother.

THEODOSIA GARRISON.

Am I not kin to those high souls, elate,

Who dreamed great dreams too wonderful to relate

Who dreamed great dreams too wonderful and great

For any telling? Yea, I to have been

As near to God as poet, seer and saint,

And through glad tears His mysteries have seen,

Seeing I sat as humble women may

And sewed on little garments day by day.

They who have known joy, flawless and complete—

Am I not one of them, whose joy was sweet

Beyond the bliss of 'overs? Nay, above

The calm of martyrs crowned, my joy hath been

The perfect crowning of perfect love,

Seeing that one glad day against my breast

The wonder of a little head was pressed.

Am I not sister unto them whose tears

All men have venerated through the years?

There is no sorrow in a world too wide

I may not know and feel and understand.

Mine, mine the anguish of the Crucified;

The heart of Mary—seeing on a day

I kissed a child's dead face and turned away.

FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

In my letter to the October CONDUCTOR, page 834, last word in 2d line at top of page, the word "death" was substituted for "dearth," due probably to my poor penmanship. This error would place Division 40 in an erroneous and altogether unenviable light.

The annual meetings of the various Divisions of the Order are near at hand and it is none too early to consider two important questions, to-wit: Reducing representation in the Grand Division and a permanent convention city which should, as a matter of course, be the permanent headquarters of the Order. The writer will not consume any space in THE CONDUCTOR at this time discussing these questions for the reason that his views have been fully set forth in its columns heretofore. Suffice it to say, however, that Division 40 was informed by its delegate to the Thirty-first Grand Division, and who is also a member of the Jurisprudence Committee, that the necessity for something being done to reduce this representation was clearly apparent at Memphis. It would seem advisable at this time for every Division of the Order to consider a plan by which this can be done and at the same time promote the welfare of the Order, appointing a committee, if necessary, to secure all data possible, bearing on this subject. Formulate a plan and submit same to the Division for approval. These questions are of sufficient importance for each Division to consider a plan by which this can be done and have same fully matured for presentation in the Grand Division. The basis of representation will probably provoke considerable discussion and require the most deliberation. It may not come amiss to give some thought to

representation based upon system mileage. Care should be taken if based on membership, not to afford certain thickly populated districts an unfair advantage.

It seems opportune to again refer to the necessity for doing something to awaken greater individual interest on the part of the rank and file of our organization. And I know of nothing better at this time than an arrangement for union meetings in connection with a plan to be adopted to reduce representation, having for their main purpose the selection of delegate and providing a place where issues may be discussed fully and fairly and delegates instructed in accordance with the sentiment of a majority of the members present. The present method of choosing delegates in each Division and eschewing issues and questions of great importance in the Grand Division is enough to destroy individual interest and should be discontinued. I do not wish to be understood as saying that a delegate should be denied certain latitude but this need not prevent them conveying the sentiment of their constituents and being governed accordingly, to the best of their ability. If the sentiment should be at variance with the consensus of opinion held by a majority of all Divisions represented and based upon more enlightened thought or better facilities for information, he should be authorized to exercise his best judgment, except when a principle is involved, and to submit a full report to his constituents of his stewardship. I believe that in this way the lethargy which now oppresses our organization can be shaken off and an awakened individual interest result. The rank and file should no longer quietly submit to dictation. Evidence

was shown by the Thirty-first Grand Division to accord some consideration to the rank and file, as was our President's own suggestion. This action will, I believe, be duly appreciated.

Another matter which appears to me as deserving of the serious attention of our organization is the apparently unjust and severe law in some states which holds a conductor criminally liable for "lapse of memory." Division 40 at its last regular meeting responded to a request for financial aid for a Brother in the eastern District under indictment for manslaughter because of a serious and fatal accident. He may be a prudent, temperate and discreet Brother, yet not perfect or immune from error, still he is a criminal in the eyes of the law because his memory failed him at a critical moment. Lapse of memory is a natural affliction and common to all mankind. It may occur in business, the counting room, the trades and professions, yet nothing is thought of it and usually the mistake is rectified at leisure. But not so in the case of a conductor; one moment and "too late." The purpose of this law is, no doubt, to punish, so that caution may in a greater measure be enforced. But will it accomplish this purpose? This law, no doubt, was conceived to some extent in, and the demand for it created by, public prejudice against railroads, and is but the expression of this feeling augmented by public agitation against railway accidents. There are numerous fatal accidents occurring daily, due to causes, responsibility for which approaches dangerously close to the line of intent, yet no prosecution, not even an arrest, to appease public clamor, or vindicate the law. It is absolutely true that no conductor—and to have acquired this title in the present day is a sufficient guarantee of prudence, temperance, and discretion, making allowance for the failure of nature to endow us with a perfect mentality—convicted of manslaughter or criminal negligence and branded as a criminal in the eyes of the world, can suffer a tithe of the punishment inflicted by the torture of the words, "I forgot," burned into his soul. Let us all hope that no greater blame can attach to our unfortunate Brother than that his memory failed him. In which case who shall say it was not so ordained.

St. Paul, Minn. D. E. HASEY.

Editor Railway Conductor:

One of our number, H. D. Tiltsworth, has resigned from the trainmaster's place with the Southern, and resumed his run between Knoxville and Ashville.

An expected change in time of a part of the local passenger service, will, it is

thought, be better for the public, as well as the men handling the trains. Brother Sam D. Haun had the misfortune to get his thumb caught in a swift closing door, thereby losing a part of the thumb as well as time.

Our Division is yet smiling over the pleasant day the New England party spent here as our guests on their return from the Grand Division. A great many of the Brothers have included in their lay-off this summer trips to Jamestown and thence east by steamer. With two-cent rates being demanded and money hard to get and more or less agitation against railway corporations, things don't look so bright for some of the lines in the south. After November 1st, Knoxville will be a dry town; no comment.

We are expecting a fast service on the L. & W. soon, to eclipse anything of the kind ever attempted, furnishing quick time between the north and Florida points and, no doubt, will get the business.

The Southern Railway has found it necessary to add to the passenger station here, thereby adding to the convenience of its patrons. Our own Charley Caldwell (Admiral) has been sojourning in Hawkins County for a few weeks, to the betterment of his looks and size. Election of officers is almost here and every Division should give this earnest attention, for there is no more important duty for every member than to try to choose the very best material to fill the different positions in every Division.

We have not had a visit from a Grand officer in so long that it would be a little difficult to make some of us believe we have such fellows.

Rex.

Knoxville, Tenn.

Editor Railway Conductor:

Society, like a ship at sea, often meets with stormy conditions and but for the ballast that keeps it floating along serenely through every great political, social, or industrial tempest, ruin and chaos would have taken the place of order and progress long ago.

The ballast that overcomes the force of the social tempest is the conservative, thinking members of the social body; in this class and not far from the top is found the railway conductor; though he is never credited with oratorical sun bursts, nor dazzling flights of rhetoric, yet when the social or industrial waters are troubled he thinks hard, decides right and acts with his accustomed quiet, unnoticed but forceful energy, though indifferently until aroused.

If we were to judge him from the rough expressions sometimes heard, one would

think he does not appreciate the hard work and energetic efforts of his leaders, when, in truth, the opposite is the fact.

As we near the close of another year no doubt every Division can look back and feel both proud and grateful for the work done by the Division officers and committees in the past year, for the good of the Order and the betterment of their Brothers.

While R. B. Hawkins Division 114 is so proud of its fine bunch of Past Chief Conductors that it decorates every one of them with an expensive, special-design emblem, none receive a higher nor more deserving word of praise than our Chief Conductor for the past year, Brother S. R. Tarner, who so splendidly handled all the work of his station from start to finish without once referring to the ritual, and who, though his decisions were often appealed from, yet always ruled honestly and impartially; in so far as working for the good of the Order goes, the same can be said for all of our officers for the past year and I do not see how Division 114 can do better than continue all of them in office for another year. There is an especially strong sentiment in favor of re-electing Brother Wm. B. Chislett, who has done such splendid work as chairman of the Pittsburgh division of the P. R. R. committee and representative to the General Committee of Pennsylvania lines east of Pittsburgh. If any of the Brothers out in California notice any new earth tremors about the time this letter reaches them don't get scared, it is only Brother Chislett visiting there, and remember his heart is as big as his body.

Again I feel impelled to say something to arouse our members to the danger from discriminating legislation against the railroads urged on by a few selfish individuals who seem to find their opportunity in the sentiment created by the efforts of honest men to correct some unfortunate abuses brought about by a few unscrupulous dollar grabbers.

Man is a selfish animal and in this is little better than the common brute, but unlike the brute he has a soul and reasoning powers which sometimes help him to get away from his selfishness. Too many of us, however, do not overcome it and all of us indulge that nature to some extent. It would be misstating facts to say that it is altogether bad, since it is one of man's attributes that acts as an incentive to excel in doing a chosen work. When one disciplines himself so as to allow his selfishness to move him only in that way it is a good thing and no doubt as God intended it to be, but when, as is the case with a very large percentage of the human race, it preponderates in man's nature,

it becomes one of the most dangerous of mischief makers. It is due to this that all things are right to the man when in his favor and all things are wrong when opposed to him. Unjust gains, no matter how they are gotten, look right to the gainer and only look wrong when some other person is the gainer. Many Christians, who stand as models in their church and are sometimes really conscientious, are perfectly content to add to their wealth or increase their profits in ways that are disreputable and contrary to the law of God, even if not actually a crime before the law.

Rome, the eternal city, as a result of the profligate rule, brought about by a surfeit of plunder taken from conquered nations, had become a pestilential sink of iniquity and the once proud Romans had degenerated into a race of idlers and brigands. Her effete nobility, who had accumulated the bulk of the wealth in their own hands and as a result sapped the manhood from the unfortunate class, created a menacing rabble that could only be kept quiet by the distribution of free bread and the circus. No longer did the Roman feel proud of his citizenship. No longer could they marshal mighty legions willing and able to fight to the last man for their eagles and overcome the enemy, no matter who they were or where they came from. The great fortune of the few faded as the mist because there was no valorous citizen to defend it. The mighty savage hordes from the woods and mountains of northern and western Europe rolled into Italy and plundered at will. Great estates were stripped of their movable wealth and the balance was destroyed. This is the lesson of unjust wealth accumulated in the hands of a few and leaving the many pauperized.

The above thoughts were suggested by the latest political frenzy, which is unwarranted legislation interfering with private enterprise. Unfortunately a few unscrupulous men have in the past injected themselves into the managerial departments of our railway systems just as they get into everything that looks good, and as a consequence made a few ugly dents in the business ethics of the railways, and our law makers, urged by the people and honest railway managers, were forced to take such action as would put a stop to these wrongs, secure to the people a square deal all around and at the same time free clean, honest railway officials from cut-throat competition; for more than this there was and is no popular demand. As soon as the ball was opened, however, and spurred on, perhaps, by the strenuousness of the President in insisting on good, wholesome laws and their absolute

enforcement for the cleaning out of the rottenness that was surely fastening itself on the business methods of our corporations and trusts, and punishing those who, like the oligarchs of Rome, were willing to destroy the whole body in order that they might get it all, a small army of shippers and commercial men tried to break in and, aided by a few purblind economists, were just as ready to get into the front seats by the same sand-bag methods which the President and the people were trying to destroy. Through the efforts of these people, a great many of our legislators who manage to break into our law mak-bodies, from time to time, and who are ready to take a pop at any head that bobs up if it will win applause, with absolutely no knowledge whatever of the business requirements of the railways, began dictating to experienced railway managers of mature judgment, that traffic rate must come down, even if they have to pauperize the million or more American citizens who are employed on the great railway systems of the country. All honor to Governor Hughes of New York, who says in effect that "We should first know the right thing to do, then do it with patience," who had the courage of his convictions and was not afraid to act accordingly.

The railway employe, in one respect, is like the oligarchs or patricians of the first class or the Tribunes of the second class, in ancient Rome, in that they are selfish, but for a different purpose. The railway employe has no desire for domineering power, nor has he in view the piling up of mountains of wealth that becomes so great that it is a menace to the social well being of the nation, or adding a few thousands more a year to bank or trading account, but the ability and opportunity to earn enough to permit housing his family in a decent, modern home, with health and happiness-breeding environments, instead of the miasmatic pollution of the slums; the decent clothing and education of his children, instead of turning them loose in the street, ragged and dirty; the proper sanitary care and feeding of his family instead of forcing on them cheap and unwholesome food; the enjoyment of rational amusement instead of the orgies and giddy whirl of so-called "high life," and, finally, after this, if possible, laying up a few dollars for old age, when, as in the case of the train hand or conductor, he is no longer able to face the storm, climb the hurricane deck of a box car and sprint over a fifty to a hundred car train running thirty miles or more an hour in order to sign up promptly at the next telegraph office, get his order and get out of town quick, or when he

is so badly crippled up with rheumatism or worse, brought on by many years of constant exposure to all kinds of weather and danger, he is no longer able to tumble out of bed at all hours, often without rest, and answer the caller promptly.

As I said in a former letter, the train-men, through their organization, unaided by any other force, through persistent though conservative hammering, have lifted themselves to a higher social level and made themselves better citizens of their country. Are we going to maintain this position and continue to advance, or stand by in an impassive manner and permit the crippling by legislative enactment of the earning power of the railroads to such an extent, for that is what it will surely lead to, that they will be forced to make their employes an ill-paid, cheap class of wage workers, with its attendant results?

Shall we insist on just and equitable laws for the regulation of the railway business or permit a small commercial body to control the situation for their own aggrandizement, regardless of the consequences to railway employes? Will our law making bodies permit us to hold our position as reliable citizens or reduce us to the position of the Roman rabble with no ambition but to get a free seat around the circus arena and witness brutal gladiatorial fights and ferocious beasts devouring human victims? Think, Brothers, and see if you do not need to get into politics on the railway rate question.

Pittsburg, Pa.

JAS. B. GAUSS.

Editor Railway Conductor:

How much a worn out, tired conductor feels when he reaches his fireside after a hard trip, either through sunshine or storm, after he has put his train away to clear, and when the wife and little ones meet and caress him; he knows then that the fireside is a seminary of vast importance. Few conductors have received the honors of a college, but *all* are graduates of a home. The teachings of a university may fade from the recollections of a conductor—its classic lore may smolder in the halls of memory; but the simple lessons of *home* enameled upon the heart of childhood, defy the rusts of years that a conductor may reach.

I will not, therefore, believe that what is so natural in the homes of men not in the employ of a railroad is impossible in the home of a conductor, and all the courtesies of life are upheld in his home.

Now let us picture a conductor that is sick away from home, and you may surround him with the pomp of kings and let his sick bed be as a throne and his crutch a sceptre, he will look with con-

temptuous eye on marble or gold and on purple, and he would deem himself happy if he could enjoy his own home, even if it were under a thatched roof, if he could but have his family near his bedside.

Brethren, look to your home and praise God that you have a place to call your home, even though you may not own one; it is the palace of your mind. It is to the glory of our Heavenly Father that we can go there after a long day's work; for home is your kingdom and you should value it next to your conscience.

The tired lark sinks in the evening shade down to its quiet nest; and so does the Knight of the Punch and the Distributor of Waybills seek shelter in his home because it is the sacred retreat of the heart. Lions have dens, tigers have lairs, dogs have kennels, birds have nests, but there is no place on this earthly sphere like home to a conductor. Every other anchor drags, but the love of home is anchored to a certainty not to drag, but to him that holds is certain to outride the wildest gales; and so the home is the sanctuary of a conductor that may be beaten upon the storms of life.

The settler's cabin and the peasant's hut are clothed with the inspirations of heart to make it happy, but, however humble, it has comfort and contentment that time is unable to drive from the mind.

It is a noticeable fact that conductors are an ornament to the community where they reside; he is interested in the peace and welfare of the village or hamlet which the schedule of the railroad has selected as his place of abode. The walls about the hearth shut out all the world and encompass a kingdom that is his fort, and he keeps it until he hears the welcome voice, "Come up higher, though good and faithful servant, and enjoy the blessings of a home not made with hands but eternal in the heavens."

Other means of influence and instruction may touch the soul in spots, but the family furnishes an enveloping atmosphere that presses upon the absorbing faculties of a conductor at every point and through every moment of his existence.

A member of the O. R. C. may differ from the statesman in his manner of life and with the reins of government in his hands. But you take the members of the Order of Railway Conductors; they can and do teach and possess a deep philanthropy of heart that few men in other walks of life can ever possess, as a conductor is always surrounded by the pleasant influences of the family, that he succeeds in every movement he undertakes in which his capacities are surrounded.

Home is the proper scene of piety and patience; here kindness is spread and love is united and made firm as a center. So important is a home, so much can be said for its worth, and we should hallow its presence, sweeten its atmosphere, purify its communions, increase its efficiency, unfold its relations, elevate its affections, exalt its members, protect its virtues, and perpetuate its importance. We as conductors can aid in checking the worldly struggle of gain that sweeps away so many men that are open to criticism and are far below the notice of worthy members of the Order of Railway Conductors of America.

Mr. Editor, the inspiration that caused me to pen this epistle is that a large (yes, I will put it at 95 per cent) percentage of the members of Division 391 have comfortable, cheerful, and neat homes, either owned or leased, that are ornaments to their names and an honor to the community wherein they reside, and it has taken me a considerable length of time to get statistics of the number of members of Division 391 that have children attending schools and business educational seminaries, the figures of which will appear in my next letter.

Sainted John Wesley sang as follows:

Happy the home when God is there
And love fills every breast,
When one their wish and one their
prayer
And one their heavenly rest.

Happy the home where Jesus' name
Is sweet to every ear,
Where children early lisp his name
And parents hold him dear.

Happy the home where prayer is
heard
And praise is wont to rise,
Where parents love the sacred word
And live but for the skies.

Lord, let us in our homes agree
This blessed peace to gain.
Unite our hearts in love to thee
And love to all who reign.

JAMES D. RUSHMORE.

Long Island City, N. Y.

Editor Railway Conductor:

One oftentimes hears the remark that a man once a railroad man is not fit for any other vocation. The fallacy of this is proven in this city and vicinity, where we have not less than fourteen B. L. E. and B. L. F. men engaged in farming and fruit raising. One B. L. E. man in the restaurant business. Two B. R. T. men in the cigar business. Two B. R. T. men raising fruit. One O. R. T.

man merchandising. One B. R. T. man in livery business. One B. L. E. man sheriff of this county. Besides numerous ex-railroad men that have dropped from the orders, engaged in different lines of business.

Amongst the conductors we have the following lines represented:

A. F. McCabe, clothing; Alex Sigmeller, lumber; C. G. Smith, fruit raiser; F. E. Detwiler, rancher; B. F. Thompson, rancher; A. S. Barnes, rancher; J. F. Jackson, fruit raiser; E. A. Krohn, undertaker; Jas. Haynes, flour milling; Thos. Ryan, confectionery and cigars.

Besides we have several conductors who own fruit ranches and have them managed and still continue in the service.

Now, Brothers, don't think that these men are necessarily any brighter or better than you are; but when they left the service, through whatever cause, they had the nerve to start out for themselves. And remember, Brother, that if one will give the same attention to their own business as they have to to hold their positions on the road, that they can make a success of whatever they attempt. The writer well remembers the advice given him by his General Superintendent when he resigned as a conductor. His exact words were: "If you will only do as much for yourself as you have to to hold your position your success is assured."

Grand Junction, Colo. BOOSTER.

Editor Railway Conductor:

I have received several letters from Brothers asking about conditions here and whether it would be advisable to come, expecting to get a job on arrival. I will try and let the Brothers know by THE CONDUCTOR just what to expect if they come here without being employed as conductors in the States before leaving there.

They quit hiring conductors in the States last March, but are hiring men as trainmen at \$100.00 per month. If you have had experience running trains, maybe you will get one when you start to work, but you signed a contract to work for \$100.00 per month and that is what you get for running the train. Maybe in a few months your salary will be raised to \$150.00; it depends on the luck you have had. The only conductors that get \$190.00 are men doing main line work, that is, using the tracks of Panama Railroad and a lot of these men using main line are only getting \$150.00, and some \$100.00. Eating is poor; you can get a better meal in any city for twenty-five cents than we get here for thirty. The brakemen are all niggers from the Barbadoes and Ja-

maica, and the dumbest lot I ever saw. They are much worse than a Mexican Peon (Brothers in Mexico will please take notice). One trainman was discharged September 28th for refusing to run train for \$100.00 per month.

The heads of all departments, including hotel managers and nigger janitors, are notified in advance to get busy whenever any congressmen or other persons drop in that that might tell T. R. what they saw.

Fifty men at Paraiso Hotel were taken sick after eating the meat on the table for supper, September 21st. Some were sent to the hospital.

A Brother who can get work in the States is very foolish to come here. You can make \$150.00 braking on the D. & R. G. or S. P.; why take a chance of ruining your health for life by coming here.

Prices are high here, for instance: Shoes half-soled, \$1.75, gold; hair cut, forty cents, gold; shave, twenty cents, gold. You cannot step out of your quarters and take a walk during the wet season, which lasts from about May 15th to about December 15th, without wading through mud and water. It rains every day during the seven months. Now, Brothers, if you think this is not correct, come down and see us; we will treat you right.

A word to "More-anon" and "El Burlow." Allow me, Brothers, to congratulate you upon your abilities as letter writers. Keep it up, and maybe after a while, our Grand Divisions will get to a business basis. They put me in mind of a meeting of Mormons in the Tabernacle at Salt Lake City, where 15,000 sit and listen to the twelve apostles and fall in line. PANAMA.

Editor Railway Conductor:

We arrived in Manila, September 2d, 1907, the trip consuming twenty-eight days from San Francisco. Westopped one day at Honolulu, one day at Guam, were in two storms, however, not very bad.

Give me the good old box car for mine; when I could see those waves rolling forty feet high, the old ship seeming never to rise after taking a header, but slowly she would come back, to dive again; then was the time, for me to the side ladder of the box car. But we are here, and hard at work. There were 1800 people on the Logan. To explain myself: I was transferred from the transport "Warren," to the transport "Logan" at Honolulu, which was a much better ship.

In the stewards' department they used 2100 dozen eggs on the trip to Manila, other things in proportion. Thursdays and Sundays were the good dinners.

We had plenty all the time, but on these days we received a few extras. It cost me one dollar a day for my wife, for her meals; my meals were paid for by the government, while enroute from Frisco to Manila. The people do not change much here, of course. I can see some improvement, but the city has improved. They have an excellent electric street car system, phones, electric lights, the parks are very good, the band plays every night on the beach, but this place is a long way from "home base." There is much being done in building new rail-ways here. If some of the young blood would like a trip, they can apply to J. C. White & Co., New York City, and if you fill the requirements you can get a two year's contract, all your expenses being paid coming here and returning to the states; but you must remain here the two years or lose your expenses; if sickness is contracted in line of duty, you are sent home just the same, but if you violate your contract, they hold enough retainer from your salary to make the company good. This would make a flyer for some of the younger men, but I would not advise any one to come here to stay.

I am sending under separate cover a short history of the building of the lines in this country, and I hope it will interest you.

I have been appointed post paymaster here in Manila, a very good assignment, and it will keep me from "hiking" over the country. This is the rainy season and it rains every day hard. This will continue until about November 1st, when we will not have any rain for several months. Typhoon signals are flying most every day, this being the season of the year, the wind sometimes blowing 120 miles per hour, so you can guess about what kind of a sea that would kick up. They have not allowed any of the small boats to go out during the last few days.

I took a short ride on the Dagupan railway last Saturday, and I wished for Fred Smith, Mike Roach, and some of the old timers, to have heard them cuss a bit. I hope the Order at large is well and prosperous. B. B. RAY.

Philippine Islands.

Editor Railway Conductor:

Brother Fiske, our regular correspondent, being a very busy man, has requested the undersigned to write a few lines to THE CONDUCTOR, which is about all he is able to do. Division 48 is still doing business at the old place, initiating candidates nearly every meeting. We now have a membership of over 200. On Sunday, October 6, we entertained Brothers from Divisions 26, 494, and 8.

After the regular course of business had been transacted, we were addressed by Chief Conductor of Division 26, Bros. Osborn and Smith, and other visiting Brothers. These addresses were replied to by our Brother, Thomas J. Whelan.

At 4:15 meeting adjourned to Hotel Oxford, where covers were laid for sixty-five. During the banquet several toasts were given, which were ably responded to by Brother I. N. Pagett.

We believe this exchange of visits a good thing for the Order as well as Division 48, as it brings us closer together, and makes a more fraternal feeling. We hope to see the Brothers again.

Detroit, Mich.

F. E. L.

Editor Railway Conductor:

Your Brother, J. M. Burwick, (M. Clancy Division, O. R. C., Two Harbors, Minn.), has finished his season's work on an ore train of the Duluth & Iron Range Railroad, and has become one of the party under the direction of Rev. J. Wilbur Chapman, D.D., which is conducting simultaneous inter-denominational evangelistic campaigns in the cities of the United States and Canada. That's a pretty big name and maybe I had better explain it a bit.

Dr. Chapman was an associate of D. L. Moody, and for a good while he used the same methods that Moody used, but the cities were getting big and there were no halls large enough for all the people to get in and hear one man, so he concluded to be a general manager and have a lot of division superintendents. In other words, he divides the city into districts and puts an evangelist into every district, and they all hold meetings at the same time. That is the simultaneous part.

The inter-denominational part gets in when Presbyterians, and Baptists, and Methodists, and all the rest of the churches that are willing, join in. They lay aside for the time any talk about doctrines that are peculiar to a special church, and the only things preached are the things they all believe in. They ask a man to be a Christian, and tell him he ought to go into the church, but leave it entirely to him to decide what church he will go into. They do not say anything in favor of any particular church; they do not say anything against any church; they do not throw any stones at anybody. For instance, when a man gets interested from something that has been said, they ask him to sign a card, so that they will know where they can find him, and ask him to put down the church that he prefers. In almost every city some cards are signed that express a preference for the Roman Catholic Church and these are sent to the priest

of the church mentioned, just as promptly as the other cards are sent to the ministers of the other churches.

Dr. Chapman is especially anxious to reach men. For two years he had with him Mr. and Mrs. William Asher, who hold evangelistic services in saloons, billiard halls, and other places of resort where they can reach men who do not go to the meetings; and now he has added "Jim" Burwick to his company, because, for one reason, a good many railroad men have runs which will not let them get out to the regular meetings; and then, some of them will listen to a brother railroad man, who knows all about the kind of work they do, and has crawled out from under as many wrecks as the next one, when they would not be so apt to listen to a minister. Brother "Jim" has been, as he himself expresses it, "as busy as a gas meter" ever since he came to New Castle. He has conducted many meetings in railroad shops and several of the big factories, has done a great deal of quiet talking to brother railroad men whenever and wherever he could get at them, has hunted up the boys that were sick, and kept going pretty nearly day and night. They have a new sixteen hour law here in Pennsylvania, but "Jim" does not pay any attention to that, but keeps going just as long as he finds anybody to go after. He is to have the biggest meeting of railroad men of the New Castle campaign tonight, but it will be too late to get any report about that to you for this month.

The New Castle campaign, which began on the 1st of October, will close on the night of Sunday, October 20th, and the party then make a long jump, for they go to Winnipeg, Canada, to carry on a campaign there from October 24th to November 13th. There are any amount of railroad men in that hustling city of the Canadian Northwest, and there will, no doubt, be some interesting things to report of his work up there, but I thought you might like to know where "Jim" is and what he's doing.

S. A. THOMPSON.

New Castle, Pa.

Editor Railway Conductor:

Division 318 is now, has been for a long time, and very likely you will be more thoroughly convinced that it is still without a correspondent when you receive this letter. I have waited and looked for some of our members to write a letter to THE CONDUCTOR, but it seems that the writer I have been looking for in 318, is like the correspondent of 139, lost, strayed, stolen or quit. I think our man could rightfully be cleared of this accusation, for he never began.

Notwithstanding the fact, 318 has some splendid writers if they would only get busy.

There is a calm in the political battle just now, though the dear people of western North Carolina have just undergone a most trying ordeal—the Railway Rate Case. It is a shame to charge the poor farmer such high tariff, for it is conservatively figured that he rides on an average of about 100 miles per year. We have just been waiting developments, not knowing just where we would land. We had arrived at this conclusion though, that if the Asheville police court judge got President Finley and our district passenger agent and our city ticket agent, as they made an effort to do, the railroad men of North Carolina will support another bunch of law-makers like our last ones. "I don't think." Judge Pritchard's restraining order is the only thing that saved the railroad men of western North Carolina from being imprisoned—even section men were in danger for a short while.

Our company has ceased to realize three quarters of a cent per mile on each passenger; it has also ceased its vast improvements which were in operation prior to the adoption of the two and three quarter cent rate law. It would be too bad if our chief executive and some of his exasperated fielders should have to ride on a two and a quarter cent train, in a two and a quarter cent coach, on a two and a quarter cent schedule with a two and a quarter cent crew handling him. He would doubtless think of the days of yore and wish he had let well enough alone. Take the Southern Railway out of western North Carolina and Governor Gleen wouldn't claim her. The Southern Railway spends thousands of dollars advertising western North Carolina, with the most gratifying results. The country is always crowded with visitors, both winter and summer, and they spend five dollars with the hotel, livery and country people where they spend five cents with the railroad. But the people of western North Carolina are never still. Just as the deep voices of "Railway Rate Agitation" ceased to reverberate through these old hills, the battle cry was prohibition, and prohibition it is.

This town is so dry I am afraid it will have to be irrigated. They certainly hit the saloons square in the face. This is a dryer town than Brother Tom McLean's over in east Tennessee. But the ladies and the maidens, the little girls and the cook were at the polls and if a fellow looked like he wanted to vote wet they would mob him. I am very glad our town is dry as the whisky was getting the better of a great many individuals both in the city and in the

country. We have had several good conductors wounded with revolvers and knives in the past few years on account of passengers drinking whisky and getting crazy. There is no doubt but Asheville's going dry will be a great benefit to the working people here and in nearby towns.

Asheville can well do without saloons as to drinks for there is no country on earth that has the pure, sparkling mountain water that Asheville and western North Carolina has. This looks and sounds improbable to some unfortunate Brothers who are less fortunate, but Asheville really does wash her streets with better water than a great many people have to drink.

Our little Division is still growing with the same rapidity; have initiations each meeting and Brother Lee Wynne, the veteran conductor on the Asheville division, is again holding down his run and everyone is glad Brother Wynne is out again, as he has had more than his share of accidents. J. H. GUDGER.

Asheville, N. C.

Editor Railway Conductor:

I have concluded that before my time expires as correspondent for Division 223, O. R. C., I had best retain my reputation by writing a letter for THE CONDUCTOR.

Our Division is moving along in the even tenor of its way, with perhaps a little too much lethargy, but I learned recently that we are to have ten applications for membership. This being true, we must get our house in order; the journals of the car may have become rusty and the paraphernalia dusty, but when we get through with the above initiations, the rust and the dust both will be numbered with the things of the past.

In looking over and through the columns of THE CONDUCTOR, I find recently many of the old correspondents are absent. Like myself, they have had very little to say; for them I do not know the cause, as their letters to me were ever interesting. As to myself, I am one of the overworked fellows in the office; idle time to me is scarce, but we should all devote some of our time to the benefit of the Order with which we are connected—it is just and right to do so. There has been so much change in the engines, cars, signals, and management since I left the road, that I scarcely feel competent to advise with those in steady service, except in one particular—that is in a financial point of view; past experience teaches that in years to come when the vision becomes dim, the step not so elastic as of yore, and the snow-drifts have gathered in the hair, notice comes

to you, your services are not longer needed; then if you have used economy, if you have prepared for coming events, which some one said, cast their shadows before, the decline of life will not be spent in misery and wretchedness. Always be on the alert in looking out for yourself, and provide for the winter of life. In life a successful man is often admired and sometimes applauded. It occurs sometimes to us that we must succeed in certain undertakings. We make laudable efforts, but failure is the result. Occasionally the bulk of argument is against you, it matters not how ungrammatical or how boisterous it may be, at times with a certain class it may succeed, though it has somewhat the life of a mushroom—up in a night and down in a day. In our experience, which covers considerably more than sixty summers, we have learned not to have a frozen grin on our face that looks like it might melt and run down on our collar, nor sport a stern, Napoleonic air, as if determined to see the thing through or die. A happy medium of chastened serenity and joy is always best. In your line of duty don't become excited nor crestfallen, keep out of the rut, look straight ahead, otherwise you may fall by the wayside; be patient and firm, everything comes to those who wait. Now I do not mean those who are continuously waiting on, or holding up the street corners, or idling time away whittling on a store box (and we have a few of them). Nothing but a thunderstorm moves them; their past, present and future is melted into one, and it has formed an O.

Now I am not a critic, have no desire to be, only when it is really necessary. because I once learned of a fellow who was loaded down with criticism; he criticised his neighbors and even criticised his wife, but all things have an end, and following is how it resulted with him.

He criticised her pudding, and he criticised her cake;
He wished she'd make the biscuits that his mother used to make,
She didn't wash the dishes and she didn't make the stew,
And she didn't mend the stockings as his mother used to do.

Oh, well, she wasn't perfect, but she tried to do her best,
Until at length, she thought it time for her to have a rest,
So, when one day this man had growled and whined the whole day through,
She turned him up and fanned his pants, just as his mother used to do.

A. T. RUSSLER.
Martinsburg, W. Va.

Editor Railway Conductor:

With apology I must inform you it is over. What's over? Why, that banquet. By whom? No. 447, of the O. R. C., of course. Brother Editor, my reason for this apology is, first, because we did not invite every O. R. C. man in the United States: our hearts were extended that way; second, our reason for not doing so, is we have floor space for only 400, so, Brother Editor, you see we could not have all our Brothers with us and entertain them as No. 447 entertains. We were grateful to have the following visiting Brothers in our company: From No. 278, Brothers W. Connor, F. B. Liggett, Thos. Bigler, Jas. Reilly and A. Biers; from No. 201, Brothers Wm. Boales, and P. Hughes; from No. 289, Wm. Jordan and E. A. Gumer; from No. 114, Brothers J. Walters, J. Neaser, J. A. Ody, W. Dean and J. A. Newman; also, Brother Geo. Conner, of Division 14, of Cleveland, O. We also had many business and professional men in our midst. We were all pleased to have with us our congenial yardmaster, Mr. H. L. Powell. I think Mr. Powell has done as much to make our socials a success as any Brother in our own ranks, as he has never refused a Brother or any other worthy employe, permission, who asked to attend any social, business or religious affair. In his address at our banquet he complimented our members on their success in entertaining and their strict attention to duty.

Of course we had the ladies with us—what would any entertainment be without them? It would lack that merriment which is lost without a woman's happy smiles and laughter. Too much cannot be said in praise of women who help you through all trouble, and always gets change, even if she has to wait until you retire to get it.

I think the compliment paid to our Brothers by Mrs. Wm. Phillips in a fitting address was about as nice a compliment as could be paid to any body of men. She said she did not think we were such a sociable body, as she had never been amongst us before. Thanks for the compliment, Mrs. Phillips; we expect to have you with us again and hope you will join our ranks in the Auxiliary. I think with your sound counsel you would be a great aid toward strengthening our Auxiliary.

I would like to say a few words in praise of the Brothers who had this affair in charge. I cannot express in words the credit due them. Brother McGovern and Brother Mullen sang several select songs composed by Brother McGovern. The popular melody, entitled, "One More Shift Before We Cross the River, or Only a Draw Bar Gone,"

was a hit and brought great applause. Brother Thos. Bigler, of 278, made the final address.

If space will permit, I would like to compliment Brother McC. of No. 447, for his apology in the October number of THE CONDUCTOR, when he says seniority would be some advantage to the older Brothers and cause much hardship to the younger Brothers. You say, Brother McC., that this would be taking advantage of the younger Brother and it would not be conforming with the principles of rectitude, especially to our Brothers. Brother McC., whom do you call your Brother? Do I have to live or work where you do before I am considered your Brother? Not so, Brother; I consider that the Brothers right here in Sheridan deserve to come under that name which is dear to the heart, and I know that seniority would be welcome to them. When you mention seniority causing hardship to the younger Brother, that would be only placing him in the position you stepped up from, as seniority puts every man where he belongs, if he is capable of filling such position. I consider when I get just what I am entitled to, I have no complaint to make. Of course, if the young Brother in the service has something that he is not entitled to, he would not want seniority, that is, if he was selfish, but I am pleased to say we have very few such Brothers. No man would be selfish enough to want something that does not belong to him; if he was, I would consider him guilty of larceny, and I, for one, would refuse to consider him a man, and it would be out of the question entirely for me to consider such a person as my Brother. If you will convince me that seniority would be detrimental to any Brother, I will certainly be against it, but such cannot be done. The word seniority explains its own reason—first come, first served, in the line of service the verification of this is every fair minded man's utterance.

I see you also enjoin me to come to Division and discuss business matters there. Thanks for that sane advice; that's my argument exactly. In the September number of our official organ, I enjoined the ways to come to meeting and discuss some of their ideas there, instead of standing on the corner criticising the committee, but to my well-meant advice the same committee took offence and to show their displeasure I was severely criticised for my neglect of duty. No, I never did criticise our committee. If you give that last sentence in the September CONDUCTOR due consideration you will come to the conclusion that it was the drone I was hitting at, and not our

hard-working committee. You also mention that any Brother can attend more than two meetings in ten months: I agree with you in that, but by getting permission to miss a trip every meeting day, I would be at every meeting. But one of our monthly meetings is held on Sunday. You know that's our busy day and would cause much inconvenience to our superiors if we were off duty that day. Our other meeting is held at night and we have either got to leave before meeting is over to catch the last train, or put in a few hours transferring from one car to another to get to our homes. I can only say that inconvenience causes us to miss meetings, but our thoughts are of the right kind. I can say in behalf of the laws of our Order that if I heard any Brother say he would never attend meeting again I would certainly prefer charges against him and have him give his reason for such utterance. Hope to hear from you again and hope you will enlighten our Brothers, young and old, where seniority would be a hardship to them.

B. MALONEY.

Carnegie, Pa.

Editor Railway Conductor:

It having been about eight months since Division 127 has been heard from through THE CONDUCTOR several of the members have urged me of late to try and see that we were represented as a Division through the columns of THE CONDUCTOR. There are a great many Brothers throughout the country who have long had about a one-third grade rating for the old C. & E. I. railway, but at the present writing we are proud of the fact and we wish to be placed on record that our road today stands second to none in the United States for good road bed, first-class and up-to-date machinery and a schedule of pay which is satisfactory to all employees. In the last year our company has placed in operation the latest and most up-to-date automatic block system in existence, two hundred miles of double-track main line, four hundred fifty miles auxiliary lines. Since March 1st, 1907, we have placed as ballast under the above mentioned track 14,780 car loads of gravel with three steam shovels still at work. It is the desire of the management to make this figure 20,000 car loads by the pits freeze up. I think that I have explained fully in this article the fact that we have a real railroad.

And now a word for Division 127. At our annual election in November, 1905, the members of Division 127 were fortunate enough to elect a staff of

officers that were not only a credit to themselves and the Division they represent, but they have been able to create a feeling of brotherly love, mutual friendship and an unusual amount of interest at all meetings. Under our present worthy Chief Conductor, Brother Drover, our Division has grown from sixty-one members to one hundred forty-two members in good standing. You will understand, Brothers, that the Chief alone could not have accomplished so much, had he not had the hearty support of all officers and members. As the time is growing close for our next annual election we trust that not only Division 127, but all other Divisions of the Order of Railway Conductors, will bear in mind the fact that choosing our officers and representatives is the key note to the situation. Here hangs our destiny as conductors. And after officers are elected or re-elected, let them understand fully that they will have the true and hearty support of every member, and as we push them off into their sea of duties for next year their compass will point in one direction and that toward our motto, "The good of the Order."

Last, but not least, we would have all conductors understand that we do not claim all the laurels for our progress, but a great deal has been accomplished by our most diligent backers, the Ladies' Auxiliary. I would like to say a great deal in favor of this body of busy workers, but as they already have a correspondent she will let you hear from them herself.

It is with great pleasure that we can forward to you for publication the information that one of our Brothers of Division 127 has recently been promoted to the trustworthy position of train-master of the middle division of the Wabash Railroad with office at Decatur, Ill. Brother Arthur L. Robinson assumed the duties of the office Oct. 1st.

At our little love feast, or banquet, in honor of Brother Robinson's promotion, the following complimentary remarks were made by different members of Division 127. [The Editor thought best to suppress the remarks for fear they would put Brother Robinson to the expense of getting new hats with elastic bands.—Ed.]. After the most touching and appropriate remarks had been listened to and appreciated by all, still another surprise awaited us, the Ladies' Auxiliary were then waiting to serve us with a supper to which every one present did ample justice.

P. S.—We can use a few O. R. C. men in good standing, as our business is just commencing. LARRY.
Danville, Ill.

Editor Railway Conductor:

The following donations have been received at the Home for the month of October:

O. R. C. DIVISIONS.			
22	\$12.00	253	12.00
57	12.00		
178	12.00	Total	\$48.00

L. A. C. DIVISIONS.			
15	\$12.00	150	2.90
35	7.75	162	5.00
43	3.30	164	1.45
52	1.65	183	1.55
73	5.00	199	3.60
98	12.50	203	3.00
99	1.70	222	5.00
148	10.00		
Total			\$76.40

SUMMARY.

O. R. C. Divisions	\$ 48.00
B. R. T. Lodges	342.25
B. L. E. Divisions	164.00
B. L. F. & E. Lodges	28.00
L. A. C. Divisions	76.40
L. A. T. Lodges	24.50

G. I. A. Divisions	44.00
L. S. to B. L. F. Lodges	7.00
James Costello, No. 270, O. R. C.	1.00
Alfred S. Lunt, No. 456, B. R. T.	1.00
E. Buck, No. 81, O. R. C.	1.00
Station No. 23, Conductors' Room, C. & N. W. Depot	3.65
Members No. 86, B. L. E.	10.00
Members No. 158, B. L. E.	3.75
Proceeds of a Moving Picture Show given by No. 449, B. L. F. and L. S. to B. L. F., of Cleburne, Texas	17.90
Station No. 2, C. & N. W. Depot, Brakeman Room	1.35
Total	\$773.80

MISCELLANEOUS.

One box of books from F. G. Sprague, No. 113, O. R. C.	
One trunk of clothes from Mrs. T. J. Binford, No. 102, G. I. A.	
Respectfully submitted,	
JOHN O'KEEFE.	Sec. & Treas.
Highland Park, Ill.	

Dear Old Cumberland.

C. S. G.

Seems to me when I get dreaming in a silent reverie
All the scenes of days of childhood come flooding
back to me—
Seems I'm back once more to boyhood, back where
Life flows like a stream,
Like a smoothly gliding river, like the Cumberland
of my dreams.

Just a strip of shade-darkened waters—sunlight
flecks that come and go,
Plash upon the glassy smoothness where the foliage
lingers low;
Just a whisper softly stealing through the silence
lurking there,
Just a whisper of contentment lispd upon the summer
air.

Even now I hear the accents of its low sweet lulling
song,
As it idles 'long its pathway deep and clear and
pure and strong,
Swifter, tho, than life's own current, wanderer even
as I have been—
Loiterer more with ways less troubled, constant
ever as I have been.

Old Cumberland, dear Cumberland, comrade of
those days of yore,
I'm longing for the 'quiet of thy sylvan shaded
shore:
Cumberland, dear Cumberland, would I were with
thee once more,
Just to wander in wild freedom, just to live that
boyhood o'er.

LEGAL

Legal Decisions of Interest to Railroad Men.

Prepared for The Railway Conductor by COLIN P. CAMPBELL, Grand Rapids, Mich.

Liability of Railroad Company for Slander by Conductor.

In this case, which is a unique one, the conductor endeavored to compel complainant and his sister to occupy seats reserved for colored people, the conductor claiming that complainant and his sister were of colored blood or had consorted with colored people. Although this case is one concerning an interurban railroad, the same principle applies to all carriers of passengers and in any state in which the conductor accuses a passenger of being a colored person or endeavors to compel a passenger to ride in a car or in seats intended for colored people the court says: "The question has never heretofore been directly raised in this state as to whether it is an insult to seriously call a white man a negro, or to intimate that a person apparently white is of African descent. We have no hesitation, however, after the most mature consideration of every phase of the question, in declaring our deliberate judgment to be that the wilful assertion or intimation embodied in the declaration now before us constitutes an actionable wrong. We cannot shut our eyes to the facts of which courts are bound to take judicial notice. Certainly every court is presumed to know the habits of the people among which it is held, and their characteristics, as well as to know leading historical events and the law of the land. To recognize inequality as to the civil or political rights belonging to any citizen or class of citizens, or to attempt to fix the social

status of any citizen, either by legislation or by judicial decisions, is repugnant to every principle underlying our republican form of government. Nothing is further from our purpose. Under our benign institutions 'every man is the architect of his own fortune.' Every citizen, white and black, may gain, in every field of endeavor, the recognition his associates may award. That is his right, and his own concern. But the courts can take notice of the architecture without intermeddling with the building of the structure. It is a matter of common knowledge that, viewed from a social standpoint, the negro race is in mind and morals, inferior to the Caucasian. The record of each from the dawn of historic time denies equality. The fact was recognized by two of the leaders on opposite sides of the question of slavery, Abraham Lincoln and A. H. Stevens. The former on numerous occasions declared that it was no part of the proposition even of the Abolitionists to attempt to establish a condition of social equality between an inferior and superior race; and Alexander H. Stevens declared that the Southern Confederacy was based upon the acknowledged superiority of the Caucasian race over the negro. The distinction and inequality is recognized in Holy Writ.

We cannot shut our eyes to the fact that there is a universally recognized distinction between the races. The situation which confronts us in the present case is the relation occupied by three classes of people in this state—whites,

blacks, and a mixed breed, resulting from unlawful relations between the two. The charge made by the conduct of the street car conductor cannot be construed as being that plaintiff was a full-blooded negro, but that he had enough negro blood to be classified with that race, or else that he was a white man degraded (as the conductor himself assumed) by having associated with negroes, or that, having negro blood in his veins, he was attempting to violate the law by putting himself in that portion of the car assigned to whites. In *Bryan v. Walton*, supra, Chief Justice Lumpkin says, on page 202: 'Our ancestors settled this state as a province, as a community of white men * * * possessing an equality of rights and privileges. The blacks were introduced into it, a race of slaves. The prejudice, if it can be called so, of caste, is unquarable. It was so at the beginning. It has come down to our day. The suspicion of taint sinks the subject of it below the common level.'

If, as we hold, to call a white man a negro, or to intimate that he is of African descent, may be an insult—and we think that under the circumstances detailed in plaintiff's petition the jury might consider it insulting for either of three intimations which might arise—then the demurrer should have been overruled. This case is practically identical in principle with that of *Davis v. Tacoma Ry. & Power Co.*, 35 Wash. 203; 77 Pac. 209;

66 L. R. A. 802, and *Gillispie v. Brooklyn Heights Co.*, 178 N. Y. 347; 70 N. E. 857, 66 L. A. R. 618; 102 Am. St. Rep. 503. In the latter case Judge Martin, delivering the opinion of the court, says: 'The relation between the carrier and its passenger is more than a mere contract relation, as it may exist in the absence of any contract whatever. Any person rightfully on the cars of a railroad company is entitled to protection by the carrier, and any breach of its duty in that respect is in the nature of a tort, and recovery may be had in an action of tort, as well as for the breach of the contract.' And, quoting from *Booth on street railways*, 372, the court proceeds: 'No matter what the motive is which incites the servant to commit an improper act towards the passenger during the existence of the relation the master is liable for the act and its natural and legitimate consequences. Hence it is responsible for the insulting conduct of its servants which stops short of actual violence.' In the *Gillespie* case are very numerous citations, exhaustively treating the subject and establishing beyond any controversy, that a common carrier is liable for any injury resulting from the use [of language] insulting, abusive, or defamatory by one of its servants towards a passenger while in the exercise of his duty."

Wolfe v. Georgia Ry. & Electric Co. (Ga.) 58 S. E. Rep. 899.



FORUM OF STANDARD TRAIN RULES

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

EDITOR FORUM—Please give your ruling on the following order:

Second No. 20, Eng. 210, has right of track, A to C against No. 19, Eng. 255. The argument is, has No. 19 a right to leave station C and continue until they meet 1st No. 20. Understand 19 is the superior train. 1st No. 20 has not arrived at C when 19 is ready to leave. We are working under Standard Rules.

L. M. N.

Wichita Falls.

ANSWER—We hold that inasmuch as No. 19 is superior to first No. 20 they may proceed until they meet first No. 20. This because the consecutive order of sections is guaranteed by the rules and it has always been customary for an inferior train to disregard the rights of following sections when the inferior train was superior to the leading section. In the movement of trains a train is either superior or inferior, there being no such thing as more superior. Furthermore the kind of superiority is not important under the rules, it being sufficient to know that a train is superior or inferior whether by order or timetable, the relationship between the trains is governed by the same rules in each case.

An exception should be made to the above, however, when rule 94 as revised is used, as this revised rule gives a following section the right to take a preceding section ahead of them when they overtake them between tele-

graph stations (this would apply at a blind siding).

We therefore suggest that when revised rule 94 is used that it is unsafe for a train to proceed against a first section when the following section or sections are superior, this would apply to trains in either the superior or inferior direction.

We suggest that trainmen take these points up with the proper officer on their road as the position we have taken in this matter is a disputed one.

EDITOR FORUM—Will you kindly give me your ruling on following order:

Form E.

No. 1, Eng. 9, run twenty minutes late A to G. If an opposing train gets this order at H, can it use No. 1's twenty minutes to G or must it clear No. 1 at G the same as if No. 1 was on time?

Laredo, Tex.

A. MEMBER.

ANSWER—As H is outside the limits named in the time order an opposing train receiving it at H could not use it.

The movements of No. 1 are only governed between A and G by the order and not at G unless there is an arriving time shown at G; if so No. 1 must arrive at G twenty minutes late, but if only one time is shown at G it is the leaving time and No. 1 is not bound to leave G twenty minutes late. They must leave F twenty minutes late, but if they can make up twenty minutes between F and G they can leave G on time.

EDITOR FORUM—Regarding Brother "Mack's" example in October CONDUCTOR, would like an explanation of your answer. I admit his example is not clearly explained, but suppose it must be that No. 7 is a west bound train, with right over all east bound trains on east bound track between C H and W G. If I am right in this supposition, this makes this piece of track, (C H to W G on east bound track) single track, as far as No. 7 and all east bound trains are concerned. This will make a reverse movement with these trains, the only ones concerned. If No. 28 has time to make C H for No. 7, please explain cause of delay. (This is a favorite demand from dispatchers). C. N. HUDIE.

Ashtabula, Ohio.

ANSWER—In double track railroading under standard rules there is no superiority of direction and in the case under consideration No. 7 would be given an order reading: *No. 7 has right over opposing trains on eastward track C H to W G.* The note to this example reads as follows: A train must not be moved against the current of traffic until the track on which it is to be run has been cleared of opposing trains.

Under this order the designated train must use the track specified between the points named and has right over opposing trains on that track between those points. Opposing trains must not leave the point last named until the designated train arrives. It will be seen by this that when 28 receives the order about No. 7 they have nothing to do but wait at W G until No. 7 arrives.

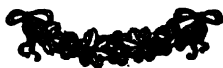
If the dispatcher wants No. 28 to go to C H for No. 7 the order should read: *After No. 28 arrives at C H No. 7 has right over opposing trains on eastward track C H to W G.* Otherwise No. 28 must obey the rule and remain at W G.

We might add that there is no good reason so far as we can see why the note to this example reads as it does, but until it is changed there is no other way to work it.

EDITOR FORUM—In the N. de M. book of rules which we are using the following is the wording of the latter part of rule 94: When a train, unable to proceed against the right or schedule of an opposing train, is overtaken between telegraph stations by an inferior train or a train of the same class having right of schedule which permits it to proceed the delayed train may, after proper consultation with the following train, proceed it to the next telegraph station where it must report to Chief Dispatcher. When opposing trains are met under these circumstances, it must be fully explained to them by the leaving train that the expected train is following.

Does this affect your ruling in September FORUM. Question asked by C. M. D. of Lima Ohio. A. MEMBER.
Laredo, Tex.

ANSWER—Yes, where that new clause to rule 94 is used it allows one section to take another ahead of them and we consider such procedure unsafe as all sorts of complications may develop. For example Extra 25 east, has orders to meet first No. 2 at B, a blind siding, before Extra 25 arrives second No. 2 overtakes first. Second No. 2 has no orders to meet Extra No. 25 and is not restricted and so far as the rule is concerned they can take first No. 2 ahead of them. We do not say that they would do so because our trainmen have too good sense to do it but we do say they can under the rule as "proper consultation" cannot be interpreted to restrict the rule and can only mean that they must understand the movement about to be made, otherwise the rule must so state.



OFFICIAL CHANGES

G. H. Cooper has been appointed trainmaster of the Missouri Pacific at Little Rock, Ark.

Benjamin H. Bowman has been appointed trainmaster of the Philadelphia & Reading at Rutherford, Pa.

T. A. Murphy has been appointed terminal trainmaster of the Missouri, Kansas & Texas at Denison, Tex.

F. C. Tapping has been appointed general manager of the Kentucky Midland, with office at Central City, Ky.

G. C. Dodd has been appointed trainmaster of the eastern division of the New York, Chicago & St. Louis at Conneaut, Ohio.

E. B. Fisher has been appointed general superintendent of the Missouri, Oklahoma & Gulf, with headquarters at Muskogee, I. T.

J. G. Matthews, superintendent of the Rio Grande Junction at Grand Junction, Colo., has been appointed superintendent of the Panama railroad.

W. A. Brown, has been appointed superintendent of the fourth district of the Canadian Northern, with headquarters at Edmonton, Alberta.

James Russell has been appointed superintendent of the Brookfield division of the Chicago, Burlington & Quincy, with office at Brookfield, Mo.

I. H. Luke, formerly division superintendent of the Denver & Rio Grande, has been appointed superintendent of the Texarkana & Ft. Smith, with office at Texarkana, Tex.

G. E. Graham, heretofore superintendent of terminals of the Canadian Pacific at Winnipeg, Man., has been transferred to Souris, Man., as superintendent of District No. 4.

H. Hall, trainmaster of the St. Louis & San Francisco at Chaffee, Mo., has been appointed superintendent of the Beaumont, Sour Lake & Western, with headquarters at Beaumont, Tex.

George W. Green has been appointed trainmaster of the St. Louis & San Francisco at Denison, Tex.

A. L. Wiley has been appointed superintendent of the Pacific & Idaho Northern. Office, Weiser, Idaho.

A. F. Church has been appointed superintendent of the Mobile, Jackson & Kansas City at Mobile, Ala.

W. H. Daley has been appointed trainmaster of the Allegheny and Bradford divisions of the Erie railroad.

C. R. Colgrove has been appointed assistant trainmaster of the Buffalo division of the Pennsylvania Railroad at Buffalo, N. Y.

W. J. Hillyer has been appointed superintendent of the Arkansas, Louisiana & Gulf, with office at Monroe, La., effective on October 1.

O. T. Waring, assistant engineer of the Charleston & Western North Carolina has been appointed assistant superintendent, with office at Augusta, Ga.

F. M. Hawley, trainmaster of the Erie at Salamanca, N. Y., has been appointed assistant superintendent and trainmaster of the Susquehanna division at Susquehanna, Pa.

K. A. Easley has been appointed trainmaster of the Choctaw division of the Missouri, Kansas & Texas at Denison, Tex., succeeding Thomas F. Gardiner, assigned to other duties.

Frank E. Ward, general manager of the Great Northern, has been appointed general manager of the Chicago, Burlington & Quincy lines east of the Missouri river, with headquarters at Chicago.

John W. Richardson, chief clerk to the general superintendent of the Southern at Birmingham, Ala., has been appointed assistant superintendent of terminals. George A. Shields, heretofore chief clerk to the general superintendent at Charlotte, N. C., succeeds Mr. Richardson.

W. H. DeFrance, superintendent of the Texarkana & Ft. Smith, has been appointed superintendent of the Colorado Southern, New Orleans & Pacific, with headquarters at Baton Rouge, La.

J. H. Brinkerhoff, assistant superintendent of the fourth division of the Denver & Rio Grande, has been appointed superintendent of the Rio Grande Junction, with headquarters at Grand Junction, Colo.

W. H. Jones, assistant division superintendent of the Oregon Short Line, has been appointed superintendent of the Montana division, succeeding A. B. Stevenson, who has been transferred to Salt Lake City, Utah, as superintendent of the Utah division.

S. B. DeGarmo has been appointed superintendent of the northern division of the Kansas City Southern, with office at Pittsburg, Kan., to succeed H. E. Whittenberger, resigned to go to the Grand Trunk. J. E. Murphy has been promoted to be trainmaster.

J. H. Hustis, heretofore general superintendent of the western district of the New York Central & Hudson River has been appointed assistant general manager of the Boston & Albany, in charge of operation, with office at Boston, Mass.; effective on October 1.

Leroy Trice, second vice-president and general manager of the International & Great Northern, has been granted a leave of absence, and G. L. Noble, assistant general manager, will act as general manager. J. L. Bird has been appointed trainmaster at Palestine, Tex.

J. O. Kelly has been appointed trainmaster of the St. Louis district and Bag-nell branch of the Missouri Pacific, with office at Jefferson City, Mo. H. N. Barker has been appointed trainmaster of the River district and Independence branch, with headquarters at Jefferson City.

Patrick H. Hough has been appointed superintendent of the Beardstown division of the Chicago, Burlington & Quincy at Beardstown, Ill. He was previously trainmaster for the same company at La Crosse, Wis., and will be succeeded in that position by F. C. Beisel, chief train dispatcher.

H. J. Slifer, formerly general superintendent of the central district of the Chicago, Rock Island & Pacific and for the past two years consulting engineer in New York, has been appointed assistant to the president and general manager of the Panama Railroad and the Panama Steamship Line, with headquarters at Colon.

F. C. McMillan, division freight and passenger agent of the Wabash at Des Moines, Ia., has been appointed general manager of the Des Moines, Iowa Falls & Northern, with office at Iowa Falls, Ia.

George T. Slade, formerly general superintendent of the Great Northern, has been appointed general manager of the Northern Pacific lines east of Trout Creek, with headquarters at St. Paul, Minn.

H. E. Whittenberger, heretofore division superintendent of the Kansas City Southern, has been appointed superintendent of the eastern division of the Grand Trunk, with headquarters at Montreal, Que.

M. J. Kennelly, trainmaster of the Chicago, Rock Island & Pacific at Davenport, Ia., has been appointed superintendent of the Louisiana division at El Dorado, Ark. A. B. Copely, superintendent of the Kansas City terminal division, has been appointed superintendent of the Indian Territory division, with headquarters at Haileyville, I. T.

E. L. Brown, general superintendent of the eastern district of the Great Northern, has been appointed general superintendent of the western district, with headquarters at Spokane, Wash. W. D. Scott, division superintendent at Everett, Wash., has been appointed to succeed Mr. Brown at general superintendent of the eastern district, with office at St. Paul, Minn. L. W. Bowen division superintendent at Willmar, Minn., has been appointed superintendent of the Spokane division, with headquarters at Spokane, Wash. W. R. Smith has been appointed superintendent of the Kalispel division, with headquarters at Whitefish, Mont., succeeding J. H. O'Neill, who has been transferred to Everett, Wash., as superintendent of the Cascade division. S. Ennes has been appointed superintendent of the Breckenridge division, with office at Breckenridge, Minn., to succeed G. S. Stewart, who has been transferred to the superintendency of the Willmar division, with headquarters at Willmar, Minn. F. S. Elliott, heretofore assistant division superintendent at Spokane, Wash., has been appointed assistant superintendent of the Willmar division, with office at Willmar, Minn., succeeding M. H. Murtha, who has been appointed assistant superintendent of the Breckenridge division, with headquarters at Breckenridge, Minn. W. Clarke has been appointed assistant superintendent of the Spokane division at Spokane, Wash. Effective on October 24.

MENTIONS

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

Brother J. R. Spollin of Division 254, has been appointed assistant trainmaster of T., St. L. & S. W., with headquarters at Charleston, Ill.

We are pleased to note the appointment of Brother C. B. Griffin of Division 272, as trainmaster of the Montana Division of the Great Northern Railway.

Anyone knowing the whereabouts of Brother J. G. Ammond, will kindly communicate the same to N. A. Moore, Box 18, Monclova Estacion, Mexico.

Brother A. G. Emerson of Division 18, Temple, Texas, has been appointed night yardmaster at Carrizozo, New Mexico, for the El Paso & South Western.

Through a regrettable clerical error in the October CONDUCTOR, Brother R. J. Foster of Division 475, was reported as being dead. We are glad to say he is alive and in good health.

Brother W. A. Hayes is appointed acting trainmaster Madison division, in charge of district south of Baraboo, including line east and west of Madison, with headquarters at Madison, Wis.

Glad to note the appointment of Brother W. F. Thiehoff as assistant superintendent of Brookfield division, C. B. & Q. Ry. Also appointment of Brother E. B. Dabney as trainmaster same division. Both these Brothers are members of Division 194 O. R. C. and the C., B. & Q. officials have made no mistake in promoting them.

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Glad to note the appointment of Brother A. C. Green as general yardmaster for the Pueblo & Minnequa terminals.

Brother J. H. Blake of Division 159, has lost his Division card and receipts for 1907. If found, kindly forward to Grand Secretary, Cedar Rapids, Iowa.

Glad to note the marriage of Brother Henry Johnson of Division 341 to Miss Carin Harnson of Brooklyn, N. Y. THE CONDUCTOR wishes you long life and happiness.

Anyone knowing the whereabouts of Geo. L. Cleaver, kindly notify Harry Cleaver, Waynesville, Ohio. Brother Cleaver is a member of Division 411, Pueblo, Mexico.

Brother J. J. Cunningham, Division 54, has been appointed assistant general yardmaster, Mott Haven yards, New York city; also, Brother T. H. Kirk, Division 8, has been assigned as yardmaster to high bridge yard, New York City.

Brother W. M. Hargrove of Division 123, disappeared quite mysteriously on the morning of the fifth of October, in Atlanta, Ga. He left his boarding house to go to the yard to take his train and has not been heard from since. Brother Hargrove belonged to B. R. T. Lodge 376, and to Lodge 65, A. F. & A. M., of Sycamore, Ga. He is five feet eight inches tall, slender build, and has dark hair and eyes, and is slightly bald in front of head.

Glad to note the appointment of Brother F. O. May as general night yardmaster for the Missouri Pacific Ry., with jurisdiction over entire Kansas City terminals. Brother May is a member of Division 178.

Anyone knowing the whereabouts of Brother W. P. Rivers, formerly a member of Division 379, Corbin, Ky., will please communicate same to his wife, Mrs. Mary Rivers, 1212 W. Oak St., Louisville, Ky.

Here is an attractive magazine offer.

McClure's Magazine, - \$1.50
Railway Conductor, - - 1.00

Both for - - - - \$1.50

This price is only for the United States. 75 cents must be added for Canadian points and \$1.50 for foreign points.

Brother S. J. Harry, Chief Conductor of Division 48, left home on account of failing health. After an absence of forty-five days no word has been received from him and his family is thereby alarmed. His height, six feet, four; black hair and mustache; large moss agate ring worn on third finger of left hand. If any officer of a Division or member of the Order knows the whereabouts of Brother Harry, or should come in contact with him, kindly advise Mrs. S. J. Harry, P. O. Box 285, Savanna, Ill.

The following Division Cards have been lost or stolen; if presented, please take up and forward to this office.

CARD NO.	WRITTEN FOR	Div.
15085	Chas H. Williams	3
16930	H. Webber	42
7381	D. F. Ferguson	44
14765	H. G. Stubbs	72
18042	J. H. Blake	159
11661	J. H. Grice	186
1792	W. J. Jobe	186
10919	B. Burke	192
17338	G. H. Young	196
1426	J. D. Haggard	207
5736	C. T. Paine	215
9783	J. T. Farrer	256
15564	J. S. Walsh	276
5667	W. F. Edmunds	323
2736	D. E. McGee	360
2814	G. A. Blair	372
8816	G. K. Hartman	404
12599	J. O. Early	415
20223	O. E. Harper	452

Brother D. E. McGee has been unfortunate enough to have had his Division Card and receipts stolen. If found, send to Grand Secretary, Cedar Rapids, Iowa. Brother McGee belongs to Division 360.

Anyone knowing the whereabouts of James C. Kinney, formerly and likely now, conductor on some railroad in Texas, will kindly notify O. A. Wilcox Larimore, N. D. This is of great importance to him. He was formerly a member of the Order.

Anyone knowing the whereabouts of Brother James R. Mulford, kindly notify Chas. M. Zink, 317 E. 9th St. New Albany, Ind. Brother Mulford is a member of Division 432 and when last heard from was running train on Mexican Central Railway.

A Christening in Sight.

[From Success Magazine.]

A Mobile lawyer was surprised when his negro gardener called at the office accompanied by a large wheelbarrow.

"Marse Rob'nson," he said, "I wants to know ef you'd mind lendin' me some of yo' cyclopediars an' dictionaries an' any other big books, sah."

"Upon my soul," exclaimed the astonished lawyer. "What on earth are you up to?"

"Very impo'tant occasion, Marse Rob'nson. Very impo'tant occasion, 'deed. Sheba an' me wants to hunt up a name foh de baby."

We have received from Brother Geo W. Rose of Kaw Valley Division 55, a decision of the Supreme Court of the state of San Luis Potosi, on the case of Brothers W. B. Speed and Ed. Stover. The text of the decision is quite long, and simply recites reasons why a reversal of the lower court should be made. We are pleased to note that United States Senator Wm. Warner of Missouri, personally interested himself in the case and appealed to our own State Department in behalf of the condemned Brothers. Brothers T. A. O'Connor and T. P. Guilfoile were appointed a committee by Division 55 to lay the case before Hon. Wm. Warner and invoke his aid. They found Senator Warner not only willing, but anxious to render all the aid he could. The thanks of the Order of Railway Conductors is heartily extended to Senator Warner for his timely aid. Division 55 deserves much credit for its action in behalf of Brothers Speed and Stover.

Here's the best magazine offer we ever saw and we don't believe it will ever be beaten or equaled again.

The World's Work, - - \$3.00
McClure's Magazine, - - 1.50
Delineator - - - - 1.50
Railway Conductor, - - 1.00

\$7.00

All for - - - - \$3.50

Send in your orders quick.

Add \$2.00 for Canadian postage.

The Private Citizen Pays the Price.

One of the most important subjects now before the public is George Kennan's "Criminal Government and the Private Citizen" in the November McClure's. Mr. Kennan makes the statement:

"Ruef, Schmitz, and their confederates not only robbed San Francisco: they debauched it as well, because they made graft, bribery, and vice so common and so familiar that they seemed almost to be normal features of business and social life. In order to support these statements, and to show the influence of graft conditions at their worst, I purpose to consider the municipal dishonesty of San Francisco in its relation, first, to commercial morality; second, to administrative economy and efficiency; and third, to the prevalence of vice and crime."

We have received a copy of the New London Telegraph of Oct. 21, containing an account of the farewell banquet to Mr. E. D. Nash, retiring superintendent of the Southern division of the Central Vermont railway, and who was formerly a member of Division 24, Order of Railway Conductors. The banquet was a very happy affair, participated in by a host of friends of Mr. Nash, assembled to bid him God speed in his new work as General Manager of a new line of railway in Central America, running from Bocas del Torro, 120 miles into the interior. It would be a pleasure to print all the pleasant and affectionate tributes to Mr. Nash's good management and just dealing with the men who have worked with him to make his administration a success, but space prevents. Brother Spofford, who has been a life long friend of Mr. Nash, made some particularly happy and touching remarks and presented him with a group picture of six of the oldest conductors on the line—Messrs. Wheeler, Spofford, Hayes, Denning, Patch and Geer.

Brother A. F. George of Division 111, writes us as follows:—

Brother F. M. Worthington of Division 111, has been promoted from the position of assistant superintendent of Tucson division (S. P. Co.) to division superintendent on San Joaquin division, with headquarters at Bakersfield, Calif.

Brother A. F. Bowles of Division 111, has been promoted from the position of traveling conductor on San Joaquin division, to assistant superintendent Tucson division, with headquarters at Tucson, Arizona.

The members of Division 111 are greatly pleased over the appointment of two of our number to positions requiring thorough railroad men; and an apparent departure from the practice during recent years, of delegating chosen friends, or relations from foreign departments of the property, instead of promoting "seasoned timber," from the ranks of the train service and in the transportation department.

We are pleased to mention that Brother W. H. Worden of Division 313 has returned to work, having been on a vacation for the last sixty days in the mountains of Pinal county, Arizona. During this time he looked after some development work on a group of ten copper claims that he and Brother D. L. Meloy of Division 383 own. During this time Brother Worden located seven other claims, making a group of seventeen very promising claims located in the best mineral district of Arizona. Brother Worden also wants to return to the rural life and bought a half interest in a produce ranch in Pinal county and if all the signs are true, is preparing to step down and out for a younger man. Should copper get on a firm basis again in the near future both the Brothers will be on "easy street" for some time to come.

Both the Brothers are freight conductors on the Gila Valley, Globe & Northern Railway, located at Globe, Arizona, where the latch string hangs on the outside and all are welcome.

The Transformation in Our Lumber Industry.

A few American citizens are still living who were alive in the days when the Indiana and Ohio pioneers were cutting great, clear-grained black walnut, white oak and hickory logs, piling them and burning them to ashes in order to be rid of them. Farmhouses are still standing in the Ohio valley whose tenoned frames are of black walnut, and whose roof boards are of wide, clear lumber,

such as is now sought for to be made into kings' table tops. Black-walnut lumber in American commerce is today little more than a memory; white oak in the finer finishing grades is worth half the price of mahogany, and the American vehicle industry is in distress for the lack of hickory. Even in sawmill cities of the present day the lath from the walls of wrecked houses is carefully cleaned and bundled for resale, while half-decayed pine logs are sawed into merchantable lumber. Thus in the span of one life the American lumber industry has passed from surfeit to hunger. Such another span promises to carry us from hunger to starvation.—From "The Lumber Industry of America," by Milton O. Nelson, in the American Review of Reviews for November.

The Florida Key Dwellers.

The people living on the Florida keys are known as "Chonchs" and are interesting in their way. They know their own country, but are lost if attempting to act as guides out of it. The clear water about the keys makes the use of the water glass common and they are very expert with it. This water glass is simply a strong bucket, the bottom of which is made of glass. Sinking the bottom of this bucket a few inches under water a Chonch will see fish and "Florida Lobsters," or crayfish, at a considerable depth and spear them with the grains. They also show skill with the casting net and understand diving for turtles. Near some of the keys are good sponge grounds and with these and all kinds of fish, helped out with an occasional job of wrecking when some foolish vessel comes ashore, the Chonch makes an easy living.—The Travel Magazine.

Under the authority and supervision of the Isthmian Canal Commission there is issued weekly an eight page, 9x12 paper, giving a full account of work and conditions along the canal. It is very readable and entertaining and shows that the work is going forward in a most satisfactory manner. Note the following:

PHASES OF WORK IN CULEBRA DIVISION.

The total amount of coal used in the Culebra division during the fiscal year ending June 30, 1907, was 79,500 tons, costing \$515,453.82.

On July 1, 1906, there were 65.8 miles of track in operation in the Culebra Division, of which 28.1 miles were laid with old Panama railroad and Belgian rails. On July 1, 1907, there were 106.78 miles of track, practically all of which was laid with 70-ton American steel rails.

In the progress of the blasting operations during the fiscal year ending June 30, 1907, there were drilled the following number of lineal feet of holes in the Culebra division:

Steam and air drills.....	442,839 lin. ft.	83.9 miles
Well or churn drills.....	167,052 lin. ft.	31.6 miles
Hand drills.....	100,101 lin. ft.	19.0 miles
Total.....	709,992 lin. ft.	134.5 miles

On June 30, 1907, there were in operation in the transportation department of the Culebra division, the following equipment:

Locomotives.....	132
Plows.....	28
Lidgerwood unloaders.....	18
Spreaders.....	12
Lidgerwood flat cars.....	1,245
Twelve-yard Western dump cars.....	267
Twenty-yard Western dump cars.....	86
Old French dump cars.....	198
Ballast cars.....	24
Track throwing machines.....	5

The Youth's Companion Calendar for 1908.

The publishers of The Youth's Companion will, as always at this season, present to every subscriber whose subscription (\$1.75) is paid for 1908 a beautiful Calendar for the new year. Four paintings by artists of distinction are reproduced in the four panels of the Calendar by a process of color-printing which has been recently brought to remarkable excellence. The first of the panels is an inspiring sea scene, full of the beauty of the wide ocean and sky, and the joyous rush of the homeward-bound ship. The second is a fine cattle piece. The third pictures an old mill at Zaandam—typically Dutch in treatment. The fourth panel depicts a "Girl with Roses"—a charming face, exquisite in color and expression. All the pictures are worthy of preservation long after 1908 has passed into the good old times.

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 ALLEN—Brother W. L. Allen, Division 123, Macon, Ga.
 ALLWINE—Brother L. Allwine, Division 232, Sioux City, Iowa.
 BAILEY—Brother A. Bailey, Division 57, Fort Worth, Tex.
 BAKER—Brother C. L. Baker, Division 30, Springfield, Mo.
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 McALLISTER—Brother I. T. McAllister, Division 473, St. Mary's, Pa.
 NICHOLSON—Brother W. Nicholson, Division 80, Montreal, P. Q.
 PARSONAGE—Brother E. R. Parsonage, Division 80, Montreal, P. Q.
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THE RAILWAY CONDUCTOR

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General Information Relative to Mutual Benefit Department.

Assessment No. 478, for death of F. M. Stuart, October 24, 1907.
See Article 27, Laws Governing Mutual Benefit Department.

BENEFITS PAID FROM SEPTEMBER 1 TO SEPTEMBER 30, 1907, INCLUSIVE.

SEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
4559	J. B. Skinner		3802	B	\$2000	Death	Pneumonia
4560	E. J. Pixley	385	840	B	2000	Death	R. R. Accident
4561	A. J. Kelly	433	14309	B	2000	Death	Accident
4562	W. F. Thornburg	298	969	C	3000	Dis.	Loss of Leg
4563	Wm. Hodgson	344	6825	A	1000	Death	Accident
4564	J. H. McCann	12	3998	B	2000	Death	Heart Disease
4565	J. P. Bell	187	3297	C	3000	Death	Heart Disease
4566	C. E. Rowley	9	2542	C	3000	Death	Heart Disease
4567	B. F. Dunfee	10	3023	A	1000	Death	Meningitis
4568	C. L. Horning	303	3442	A	1000	Death	Nephritis
4569	Jas. Dougherty	147	3975	A	1000	Death	Apoplexy
4570	C. L. Featherling	131	6501	A	1000	Death	Tumor Brain
4571	F. C. Phillips	392	7157	C	3000	Death	Burns
4572	W. J. Adams	395	2536	B	2000	Death	Accident
4573	Asa Irons	183	7128	C	3000	Dis.	Loss of Leg
4574	M. Hall	386	1677	B	2000	Death	Accident
4575	J. F. McCaffrey	113	1880	C	3000	Death	Abscess on Brain
4576	L. G. Perrine	307	4471	B	2000	Death	Cancer of Liver
4577	J. C. Mohler	1	15081	B	2000	Death	Accident
4578	C. C. Smith	173	8885	B	2000	Death	Accident
4579	C. P. Wellman	288	6259	C	3000	Death	Accident
4580	M. A. Sherry	105	5593	C	3000	Death	Accident
4581	F. W. Muchmore	100	11579	B	2000	Death	Paralysis
4582	Wm. Gallatin		1064	A	1000	Death	Spinal Sclerosis
4583	W. M. Ayers	282	4964	A	1000	Death	Appendicitis
4584	J. O. Sallade	467	4652	B	2000	Death	Accident
4585	Verne Meacham	121	10852	B	2000	Death	R. R. Accident
4586	H. E. Jennings	8	13769	B	2000	Dis.	Loss of Arm
4587	A. T. Garrett	149	323	C	3000	Death	R. R. Accident
4588	H. D. Duncan	280	9508	B	2000	Death	Tuberculosis
4589	O. M. Swartley	223	13986	B	2000	Death	Typhoid Fever
4590	R. R. Fisher	251	7275	C	3000	Dis.	Loss of Foot
4591	Wm. A. Mealey	138	11322	B	2000	Death	R. R. Accident
4592	R. G. Gilmore	351	2328	A	1000	Death	R. R. Accident
4593	D. E. Bartolet	416	12223	A	1000	Death	Accident
4594	J. S. Gray	114	3930	C	3000	Death	Bright's Disease

NUMBER OF MEMBERS ASSESSED.

Series A, 12,637; Series B, 15,890; Series C, 7,775; Series D, 391; Series E, 56. Amount of Assessment No. 478, \$69,586.00.

FINANCIAL STATEMENT.

Received on Mortuary Assessment, to September 30, 1907	\$9,747.83
Received on Reserve Fund Assessment to September 30, 1907	502,433.70
Received on Expense Assessment to September 30, 1907	123,155.80
Received on Applications, etc., to September 30, 1907	142,853.89
	\$10,516,296.54
Total Amount of Benefits paid to September 30, 1907	\$9,429,567.00
Total Amount of Expenses paid to September 30, 1907	260,043.16
To the Credit of Mortuary Fund, September 30, 1907	318,286.15
To the Credit of Reserve Fund, September 30, 1907	502,433.70
To the Credit of Expense Fund, September 30, 1907	5,966.53
	\$10,516,296.54

EXPENSES PAID DURING SEPTEMBER.

Fees returned, \$33.00; Sundry expense, \$31.25; Postage, \$1,078.00; Stationery and Printing, \$88.77
Salary, \$842.50.

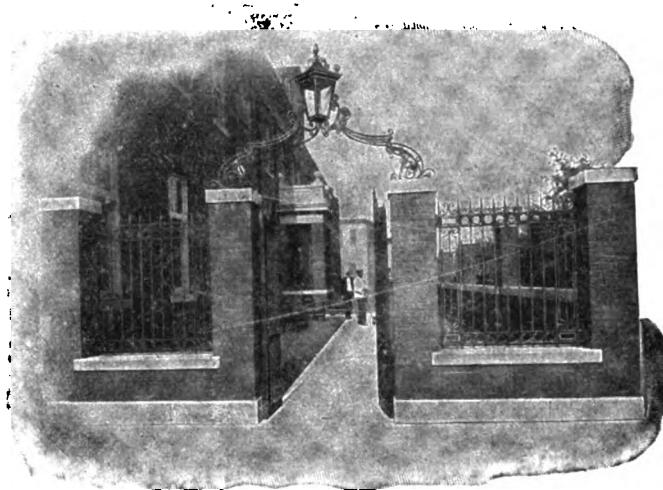
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CHICAGO

Before the Commencement of Business Nov. 19, 1907

Resources

Time Loans	\$13,142,875.83
Overdrafts	4,522.47
Real Estate and Fixtures	120,007.35
Bonds and Securities	\$2,592,757.54
Demand Loans	2,661,128.84
Cash and Exchange	5,525,179.92
	<u>10,779,066.30</u>
	<u>\$24,046,471.95</u>

Liabilities

Capital Stock	\$ 1,500,000.00
Undivided Profits	1,079,348.12
Demand Deposits	\$ 3,312,742.07
Time Deposits	18,154,381.76
	<u>21,467,123.83</u>
	<u>\$24,046,471.95</u>

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THE HIBERNIAN BANK

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CHICAGO, ILL.



VOL. XXIV.

CEDAR RAPIDS, IOWA, DECEMBER, 1907.

No. 12.

Address of Commissioner Clark.

BEFORE THE CHICAGO RATE ASSOCIATION.

There are involved certain controlling conditions which man cannot well change. The grain crops of the west and southwest, the cotton crop of the south, the live stock of the southwest, the beets and the sugar, the fuel supply for the winter, lumber, mill products, building material and fall stocks of goods for the merchants, all demand transportation at the same time; and just at the height of that demand winter closes down, causes more unavoidable interruptions, and renders transportation more difficult and more expensive than at any other season. Other conditions which contribute liberally to the troubles which confront us can, to a large extent, be controlled or regulated.

The commercial law of supply and demand increases prices and profits for shippers at a time when none of them can get movement for all the goods that they could ship. The lack of transportation facilities, however, forces many of them to miss profits that they otherwise might make, and imposes upon many actual loss, not only of profits, but often of crops and material.

It is not to be wondered at that under such circumstances the shipper lays the blame for his misfortunes at the door of the railways. That the railways are largely to blame for many of the conditions and much of the sentiment that exist is certain, but I cannot hold them entirely at fault and their patrons faultless.

The railways of this country will prob-

ably never keep up with the demands upon them for greater and better facilities and furnish the service which the commercial and industrial interests of the country have a right to expect so long as the railways are run with an eye principally to the speculative values of their securities. The operation of our railways involves so much of every feature of our commercial, industrial, economic and social life that it is imperative that they be operated under a straight-out business policy, with a view to furnishing the right kind of service, at a price that will leave a fair and reasonable margin of profit to the carrier and under well-established principles of publicity and non-discrimination. If the railways furnish facilities and perform services which each shipper should furnish and perform for himself, it must be done either at a generally increased cost to shippers or at the cost of one shipper in favor of another. The railways have resisted some of the responsibilities that have properly been placed upon them as common carriers, but they have, in competition with each other, voluntarily made themselves common carriers of many of the troubles and responsibilities of patrons which are in no sense a part of the duties or responsibilities of a railway.

The railways have signally failed to provide facilities with which to properly handle the traffic that has expanded and multiplied in volume so rapidly as to astound the world. To some extent

this is excusable because of the unprecedented increase in the tonnage offered. To some extent it is due to the speculative financing which controls our rail lines almost without exception. But it is not true that many, very many, of the shippers have to a corresponding extent failed to provide themselves with the facilities which they need to take proper care of the increase and expansion in their own businesses? Do not many of them demand and expect from the railways extra services in occupancy of tracks, detention of cars and switching that would be unnecessary if they had provided themselves with proper room for storage and proper facilities for loading and unloading? Do not many desire to now require the railways to deliver their fuel and materials in regular and unvarying quantities each day because they have failed to provide place or space for storage of a supply?

INCREASE OF EFFICIENCY IN TRANSPORTATION.

I shall not bore or bewilder you with an array of statistical figures, but I invite your attention to the facts disclosed by the following official figures, which, for the sake of simplicity, I state in round numbers.

In the year ended June 30, 1896, the railways of the United States, with 20,300 freight locomotives and 1,200,000 freight cars, moved 95,000,000,000 tons of freight one mile.

In the year ended June 30, 1900, with 21,600 locomotives and 1,365,000 cars, they moved 141,600,000,000 tons.

In the year ended June 30, 1906, with 30,000 locomotives and 1,800,000 cars, they moved 216,000,000,000 tons. That is, in 1896 each locomotive moved 4,680,000 tons and each car moved a little less than 50,000 tons. In 1906 each locomotive moved a little less than 8,000,000 tons and each car 120,000 tons. Thus the actual efficiency of each locomotive and each car was increased about fifty per cent.

It may be said that the numbers of locomotives and of cars did not increase as much as they should, but in that period a very large proportion of the loco-

tives and cars were replaced with new ones of greater capacity, the construction of which kept builders busy.

The history of the winter of 1906 and 1907 in the north-west is one of unheard-of difficulties for shippers. Severe weather conditions added greatly to the hardships of both shippers and would-be shippers who could not get cars and also to the difficulties under which the carriers labored. And yet it was testified by a well-informed witness, who was a complainant against the carriers before the Interstate Commerce Commission, that the amount of lumber actually moved by the railways out from the state of Washington, exclusive of movements between points in the state, was 800 per cent greater than 1900.

REASONS FOR TRAFFIC CONGESTION.

During the same season and up to date, a double-track railway in the east became so congested with traffic that was poured in upon it from the west that its principal connection held back loaded cars until many miles of one of its main tracks were occupied with cars so held, until tracks and terminals of the delivering road could be relieved. And not long thereafter one of the states served by that same road passed a law giving consignees ninety-six hours free time within which to unload a car, thus doubling the delay that may be indulged in before demurrage may be assessed.

A large syndicate, owning mines, smelters and a railway, anticipating a proposed increase in the transportation charges on coke, bought up large quantities of it, had it loaded into cars and started on its way nearly across the continent. The price of copper took a bad slump, and hence coke was not needed at present. And so some 8,000 cars of this commodity are now, and for some two or three months have been, held back by some influence or other than their brakes, not at destination, accumulating demurrage against the consignees, but at various points on the lines of various intermediate carriers, not only unavailable for use of other shippers, who are clamoring for cars, but actually obstructing the free movement of other traffic.

These are the things that account for the low average mileage which carriers get from cars and which affect seriously the efficiency of the cars. Why should the carriers be expected to provide storage in such manner? And why should they permit one shipper to thus, through them, impose such injustice upon other patrons, to say nothing of the imposition upon the carriers, whose earnings upon the traffic will seemingly be eaten up in per diem rental on the cars.

I shall not stop to suggest the multitude of smaller ways in which the same principles of selfishness and favoritism contribute to the sum total of lack of efficiency of cars and other facilities of transportation.

The whole situation has been summed up in the inaccurate phrase, "car shortage." In such blockades of tonnage as have been referred to on an eastern road, how would a larger number of cars relieve the situation? As has been seen, there is a substantial portion of the year during which these troubles are not present. Manifestly, if the carriers were to provide themselves with enough cars so that everyone could have all they wanted in the busy season, they must also provide corresponding motive power, terminals, tracks and extra employees. This would mean thousands of locomotives and hundreds of thousands of cars standing idle upon storage tracks, which would also have to be provided, during a substantial portion of the year. It seems clear that such an increase in facilities could be had only by the expenditure of many millions of dollars, would be inexcusable economic waste and could be provided and maintained only by largely increased transportation charges. It may be that they could be provided by interfering all of the carriers in the graveyard of bankruptcy, but even that would not maintain them.

INADEQUATE SERVICE A MENACE TO PROSPERITY.

The communities served by a railway prosper and fail to prosper just as the railway is or is not prosperous. Prosperity showered upon the community by nature and providence brings correspond-

ing prosperity to the railway if it chooses to place and keep itself in a position to reap that advantage. But if a railway upon which the community is dependent for transportation fails to furnish reasonably adequate service, the blessings of nature and providence are to a corresponding degree nullified and wasted. It can bring no good to the community to unnecessarily or unwarrantedly impoverish the railway. It can bring no good to our country to unnecessarily or unwisely or unwarrantedly cripple these arteries of our national life upon which so much depends.

It is because of this reflection in all of our affairs of the effects of the conduct of our common carriers that it is not possible to apply, in dealing with or in regulating them, just the same business principles that apply in transactions between private parties. To hold that in collection of transportation charges the carrier should be held to the rate erroneously quoted by its agent would be to give widest license to the very discriminations which the law condemns, and would place in the hands of the carriers absolute power to make and break individuals and firms and to create and destroy communities and commercial centers almost at will, deterred only by consideration of their own financial welfare and the possibilities of construction of new and rival railways. And like results would follow the application of the theory that the man who owns the business may do with it as he wills.

REGULATION SHOULD BE FIRM, SANE AND JUST.

Regulation of railways by the state and national governments, each within its proper sphere and lawful limits, is essential. Such regulation must be firm, sane, reasonable and just. Those who administer it must be actuated solely by a desire and a determination to do the right thing by both sides, and must not be influenced by the clamor of the extremists on either side. In that way only can lasting good be done and substantial progress be made.

The American people will not object to paying whatever transportation

charges may be necessary to permit the railways to keep the properties up to date and earn fair and substantial profit and return upon capital invested therein when they (the people) can feel assured that the capital is in the property and that it is not being added to in multiples of millions with no corresponding investment for the welfare or earning power of the property. The people will never withhold their disapproval from such tricks of high finance as have recently been exposed. The people desire and would be willing to pay for high-grade and efficient service. The people must have that kind of service, and, having it, must expect to pay for it that which it is really and fairly worth.

I shall not digress to discuss the subject of railway accounting further than to say that the uniform system of accounts recently put in use will, in my opinion, be found to be one of the principal foundations for better understandings between the people and the railways.

Car shortage must be relieved and car efficiency must be increased by the adoption of some new practices and the abandonment of some old ones. The rules should be consistent and shippers should cordially co-operate with railway officials in carrying them out in a fair and effective way. The rules should not be the same for all seasons of the year. If a railway accommodates its shippers at a season when it can furnish all shippers with all the facilities desired, no harm is done. But if a carrier permits one shipper to occupy its tracks and cars for his convenience and benefit, while another would-be shipper suffers loss and injury because he cannot have the use of that track or car, harm is done for which it is difficult to find excuse.

CO-OPERATION OR GOVERNMENT REGULATION.

The railways should exercise more care in moving freight of like character in the order in which it is started. It is not to be expected that the man who knows that his car started a month ago is going to be satisfied when he sees his competitor's car, that started much

later, delivered, and can get no news of his own.

If the railways cannot secure the co-operation of shippers in the effort to get the highest efficiency from cars in congested seasons, and if the railways are not strong enough to adopt and enforce adequate rules to that end, it would seem that the only thing left would be for the federal government to take the matter in hand as a regulation of commerce and apply such rules and practices regarding use and interchange of cars as will provide the best and most equitable service and results. In that, as in any other feature of regulation of the carriers, care must be taken to do simple and even-handed justice, regardless of what would be popular at a certain time. The carrier that has neglected to provide itself with its proper quota of cars may not expect that its needs will be supplied from the equipment of its more provident neighbor. The shipper who has neglected to provide himself with facilities for doing his business as economically and efficiently as his more enterprising competitor may not expect special consideration of his needs at the expense of others or of the carriers.

The privately owned or exclusively leased car should be eliminated from use in moving ordinary traffic. Satisfaction among shippers may not be expected so long as certain of their number are given exclusive use of facilities which the carrier should furnish to all alike, and which, in fact, perhaps, are the property of the carrier. There is and probably always will be room and reason for using special and privately owned cars for certain classes of traffic, which require refrigeration, tank cars, poultry cars, etc. But even then their use must be open to all and for all alike.

The railways have upon them and must struggle from under, a heritage of woe resultant from the mistaken policies, evil practices and unreasoning competition in the past. The shippers are not blameless, and now there is nowhere to turn for relief and correction except to government regulation.

OPPRESSION BY RAILWAY OR GOVERNMENT INDEFENSIBLE.

If a railway imposes undue burdens upon those who are dependent upon it for transportation facilities, or unjustly discriminates to the benefit of one patron and the irreparable injury of another, it is an improper and indefensible exercise of the power which it possesses as a result of circumstances and under an existence which it enjoys only by grant from the people. And the principle is not different nor the excuse greater if the state or the nation exercises its power of regulation in an oppressive, vindictive or unnecessarily harsh manner, or to unjust and unfair extent. No government regulation can reach all of the possibilities except through the support and co-operation of the patrons and of the carriers. The way to the best results is paved by just such meetings as this, participated in in a harmonious and helpful spirit by representatives of the shippers, the carriers, the state and the national government.

This spirit of helpfulness is entertained strongly by the Interstate Commerce Commission, but it is, of course, limited by the determination on our part to perform our full duty in administration of the law, keeping always in mind the fact that equity, justice and right are no recognizers of persons or interests.

The work is not advanced nor is the end brought nearer by the adoption and publication of resolutions by associations of interested persons which glaringly misrepresent the facts. The establishment now of those conditions to which we all aim and toward which we all should work is a herculean task. A foundation must be laid. Manifestly the results cannot be apparent at once. Only a year has passed since the law became effective which contemplated and which brought about more radical and sweeping changes in practices in the conduct of transportation and in the relations between shippers and carriers than any law has ever effected before. It is not surprising that the magnitude of the work so undertaken is wholly unappreciated by the average citizen. And so now we are met with many proposals for amend-

ment to the law. No doubt some amendments would be beneficial, but it may well be doubted if it is wise and best to now open the law for amendment and so jeopardize all the constructive work that has been done under it. This seems especially forceful in view of the readiness with which the Commission's interpretations and administrative rulings are being accepted.

COMMISSION IS NOT OVERWORKED.

In some way the impression has gone out that the commission is hopelessly buried in an avalanche of complaints, and some suggestion has been made that its work should be divided. It is true that the Commission has many and varied and important duties to perform, and that it has much work to do. But the Commission is by no means appalled nor discouraged. Constant headway and progress are being made.

It is true that some cases before the Commission have a somewhat prolonged existence, but it is also true that it is the exception and not the rule to find parties to a case ready to proceed with it when the Commission is ready to hear it. The Commission pushes the cases before it much more than the cases push the Commission.

If the spirit announced by a prominent railway president in this city a few evenings ago is adopted and adhered to by railways generally, and by shippers, upon whom the obligation to observe the law rests just as clearly as upon the carriers, and the Commission exercises in a broad, fair and practical way its administrative functions and powers, the occasion for judicial work will be reduced to a minimum and will be limited largely to those cases in which honest error or oversight has worked injustice, and those involving the rivalries of commercial centers. A commission so exercising its administrative functions will acquire that special and expert knowledge which is essential to a proper exercise of the judicial functions in determining the reasonableness of a rate or of a practice.

Many have come forward to say that the policy of the President of the United States is responsible for enormous

shrinkage in values of railway securities and for inability of carriers to float new securities. I do not at all subscribe to this theory; but if it were true it would afford no excuse for failure on his part to do his duty as he sees it, nor for permitting unlawful, improper or dishonest practices to continue. The policy of the administration has no doubt caused many to hesitate, and, to use a slang phrase, has made others "sit up and take notice." Enough has been exposed of dishonesty and downright fraud to abundantly demonstrate the propriety and timeliness of the President's policy, and it is those exposures, rather than his policy, that have had the effects complained of. It requires no gift of prophecy to see that a continuance of the practices against which the President stands so strongly, and so many of which have been recently brought to light, might invite resort to drastic and even violent means of attempted correction which would bring destruction to the very interests themselves.

ROOSEVELT'S POLICY BENEFICIAL TO ALL.

If, therefore, dismissing for the moment the moral side, the policy of open and uncompromising warfare upon such practices should bring a little contraction, some shrinkage and some embarrassment, they are, singly and collectively, better by far than the other alternative. Why, in a comparatively short time those very interests will

feel thankful to the President for the policy that has saved them from themselves. History will write Theodore Roosevelt as one of the nation's immortal executives, who, in his day, saved the republic from impending destruction.

The President pursues no particular persons or interests. He has spoken in no uncertain terms the belief that corporations are necessary, that they perform an essential part in our national and industrial life, and that they have rights which are entitled to just the same consideration and protection as the rights of the individual. But in order to claim those rights and that protection they must come into court with clean hands. If they claim the square deal, they must be willing to give a square deal.

The President wants neither more nor less from citizen, official, corporation, state or nation than that which is righteous, just and fair. In his efforts to establish these principles in every-day life and use he expects, and he has the right to expect, the earnest and cordial support and assistance of every law-abiding, justice-loving citizen, all bearing in mind that the measure of honesty in a transaction, great or small, is not to be determined solely upon whether or not, because of participation in it, the principals can be landed in the penitentiary.

The Two Herricks' Christmas.

BY CAPT. GEO. W. BARBER, SR.

There were hard times in Railroad Court. There had been harder times before the long strike ended in October, and ten weeks of renewed work had not sufficed to restore the cheery, old-time prosperity of the railroad men's cottages. But at the approach of Christmas a brave effort at festivity was made. Even the Walkers, who had not yet been able to redeem their lace curtains, hung gay wreaths in the empty windows.

Only the pretty cottage at the end of the court gave no sign of rejoicing. The rails of the steps and the wooden walk to the street had disappeared under the need for fuel and only an icy furrow between snow-drifts indicated the way to the back door.

Up that furrow on the day before Christmas a man walked heavily, with his head down before the stinging wind, his hands deep in the pockets of his thin

coat. There was no need to tell his wife at the door that his errand had been profitless. Mrs. Herrick wasted no words in questions. "Get in out of the cold," she commanded briskly, and drew a chair for him near the fire, where her irons were heating. Bob sat down wearily and thrust his empty pipe into his mouth for comfort.

"No use," he reported at last, "I've been to every superintendent and yardmaster in Chicago. Nobody'd take me; I'm on the blacklist sure, Kitty."

"They hadn't no right to put there!" she cried, passionately.

"Oh, I dunno," Herrick went over the situation for the hundredth time. "You can see how it looked to th' old man. I'd been with him for years, and he depended on me to keep the boys quiet and reasonable. 'Course he didn't blame me for the strike. I had to walk out with the rest, but when he looked out in the yard that night, and saw me up on a flat car in that stoning, fighting mob, why, he just naturally had it in for me. How was he to know I went to get the boys home? It looked bad—me with a rock in my hand I'd grabbed from McGuire who was trying to heave it thru' a window. Well, I guess the blacklist goes in Chicago, Kitty. We've got to dig out and strike it somewhere else."

"We 'most own the house, now," Mrs. Herrick objected. "I can meet the last payments with my washing."

Herrick looked at her as she bent above her work, a frail, thin-armed thing, with bright, indomitable eyes, and looked away again in savage silence. "Where's the kids?" he asked, at last.

"Bob's out with his papers; Katie and Jimmie are out on an errand, and the baby's sleeping."

"How's he been?"

"Oh, he's better, Bob; that medicine helped a lot. He was too cute today, for anything. He'd heard little Jimmie talking o' Christmas, and first thing you know he began saying, 'Santy, Santy,' like that. Kitty, she tried to shut 'em both up—She's awful thoughtful, that little young one is, and only six. 'Shut up!' she says to Jimmie, 'there ain't

going to be no Santy this year. And if you say Christmas to ma again, I'll Christmas you, I will!' Ain't she an old mite, though?"

"She's you all over again, Kitty. Grit clean through; could you find anything for them?"

"Oh, I got things, all right. I had to go after some washing this noon, from Mrs. Doctor Wright's. What a good woman and what a noble Christian man, and friend to the poor the Doctor is. I stopped on my way back and got a little doll for Katie—don't I know how she's been a-praying for one since Hogan's terrier dog tore up her other one? And a horsehead on a stick for Jimmie, and some mittens for Bob, and a tin-horn for baby. It was Bob who gave me two cents for that out of his paper money. Mrs. Herrick spoke brightly of her pitiful purchases, with no word of her wistful lingering near the other alluring toys, of her furtive fingering of a flaxen-haired baby doll and the rocking horse they had once planned for Jimmie on this Christmas; but her husband, who knew her needed no words to tell him.

"Oh, I got something else for Kate," she went on. "You know that half-starved maltese kitten you found in the snow this morning? Well, she's dead set on animals, so I just fed it all it could eat, and wrapped it up warm and hid it in the cellar to 'prise her with tomorrow. I guess it can eat potatoes with the rest of us. The toys'll be sent up tonight. I couldn't carry 'em with my washing."

"They weren't much to carry, Lord knows," the man said, bitterly.

Mrs. Herrick only smiled. She meant those toys to be delivered in full sight of all Railway Court, that the Brewsters, who boasted of their tree, and the Jennings, who vaunted their turkey, might behold and respect.

Bob Herrick was a kind man, steady, hard-working and self-respecting. No drinker of liquors; never losing his regular run out on through freight, or an extra when called, but no man could live under such a strain without showing it. His wife, watching him, dreaded the

dark thoughts that smouldered under the bushy brows, various small jobs he had found for a day or so, shoveling snow from the walks and streets or loading freight; but a man's trade is a man's trade, especially a railroad conductor, and he's scarcely fit for anything else after long service in that occupation, and his one hope in the industrial world.

Mrs. Herrick knew what lay before them now. Bob must leave the city and seek work outside the influence of the blacklist, while she struggled on with the children and the washing. Then, when he found a place, she could rent the cottage and go to him. So she planned through the winter evening. When her work was over, she put the children to bed in the kitchen where it was warm, while she and Bob sat and talked in the long unused dining room. It was dark now—too dark for the neighbors to see the delivery wagon as it drew up to the door—but Mrs. Herrick took care not to answer the first knock so it could stay a moment or two longer. This failed signally to meet the approval of the delivery boy, who, with a second assault upon the door, dumped the box on the steps and dashed off with his wagon.

"Oh, Bob!" cried Mrs. Herrick, "just look here once," She had tugged the box into the hall, and now, in amazement was tearing off the wrappers. "Look at the size of it, will you? This can't be ours."

"It's Herrick on the cover, and our number, too," Bob reported. "Let's have a look."

That is exactly what his wife was doing. Out from the depths came box after box, and from the boxes came forth a blue china tea set, a flaxen-haired doll baby, a drum and a glittering trumpet.

"Oh, Bob!" the woman cried, ecstatically. "Do you suppose anybody sent them to us?"

"Who's there to send?" he answered, glumly. "No, these are for other kids, girl. There are plenty of Herricks. Put 'em away, dear, and the store will send for them day after tomorrow."

"But what have we got to give our kids? They didn't leave us our things."

"It's just our luck," he muttered.

"But, see!" she was stripping some bulky object of its wrappers. It's the cutest dapple rocking horse, with a real saddle and bridle! Wouldn't Jimmie just love to see that?"

"Well, don't let him see it or he'd bawl all day for it." Bob turned, and went stumbling upstairs to their bedroom, with a show of gruffness to cover his sore heart.

"We've got the kitten, anyhow," he called back.

Mrs. Herrick began putting the toys away slowly, with lingering, loving fingers, "Seems like when they kept our things, we could just have these 'till ours come," she cried, mutinously, carressing the wee, blue china cups with her work-roughened hands. Then she rose and stole softly to the kitchen. There in one corner lay Bobbie, her eldest, his thin face anxious even in sleep. Jimmie's curls showed just above the blanket within the circle of his brother's protecting arms. They were great chums, those boys. Bob, who knew of the forth-coming hobby-horse, had yielded to the little fellow's demands, and pinned an appealing stocking to the window-ledge. Beside it hung another, one of Bobbie's own, but a large inscription in his boyish hand, announced that it was for his mother. Half way down the slim length bulged a round shape, all a loving gift from his scanty hoard.

The mother's eyes filled over the little offering. "No one ever had a better boy than mine," she thought. There were no stockings visible on the other side of the room where Katie and the baby slept, but as Mrs. Herrick stood looking down on them a sudden movement of the sleepers disclosed pinned to the under side of the quilt a small sock and stocking that betrayed that Katie's practical soul held yet a gleaming of childish hope.

Mrs. Herrick fled back to the hall. Then, her arms full of packages, she tiptoed into the room. "I'm going to believe some one sent them to us," she said doggedly, to herself.

'Ill tell the store folks so, anyhow. It won't hurt them to have the children borrow them for a day." The fierce desire that had burned in her since she first touched the toys drove her on determinedly. Her heart held no timid questionings, only a grim, strangely glad resolution. Into the baby's sock she crammed some round rubber balls; the trumpet quite filled Jimmie's, and the drum and rocking-horse rested beside it. The china tea set and doll were put tenderly back into their boxes for Katie, while a pair of skates were manifestly intended for Bobbie's willing, unwearied feet.

At the bottom of the box a bit of paper fell out. Mrs. Herrick read it slowly in the flickering candle light. It was the bill of sale and the account was charged to Mrs. Charles D. Herrick, 34 Sumner Place. Mrs. Charles Herrick, wife of the superintendent and Bob's former employer. There was a swift motion, and the bill of sale flared into flame in the light of the candle, and then fell in black flakes to the floor.

"I don't care," the woman told herself, fiercely. "It was their unjust blacklist that kept us from having a Christmas tree of our own. They have so much they'll never miss these tomorrow, and we'll return them the day after."

At midnight Mrs. Charles D. Herrick, of Sumner Place, was putting the finishing touches to her Christmas tree. "Did you bring in all the toys?" she enquired of the tired maid. "I bought some last things this afternoon."

"This bundle came tonight, Ma'am."

"What! that little thing!" Mrs. Herrick eyed the small parcel indignantly. "Why, I ordered a rocking horse for Clinton, and a drum and some skates for the paper boy. I wonder if it's too late to telephone?"

"It's nearly midnight, Ma'am."

"Well, if that isn't provoking! Clinton will be cross. What's in this, anyway? It must be Grace's doll." Indeed, but a piteous cotton-limbed creature with a china head; and after the doll came a tiny tin trumpet and a pair of boy's red mittens and a painted stick with a horse's head. "Some poor

woman's things, I declare! Is there a slip with them, Jane?"

"Yes'm, for Mrs. Herrick of Railway Avenue or Court. That's just back of Erie Street, a mile away."

"Well, I hope she isn't counting on these tonight."

The cheap little treasures had made their own forlorn appeal. "I'll send these 'round in the morning with some of the children's candy," Mrs. Herrick added.

It was Mr. Herrick who drove to Railroad Court the next morning, taking his small son with him to rest after the hilarity of the Christmas tree. "A bright, pretty little girl let me in," he reported to his wife, "a little girl with her arms full of doll, and a baby toddler hanging to her skirts. Down the hall a youngster about Clinton's age dashed upon us, banging a drum for all he was worth, and behind him was a very neatly but plainly dressed woman with bright, scared eyes. Back of the woman stood Bob Herrick, our old, faithful conductor, one of the men we blacklisted after the strike. Herrick stood and scowled; the woman walked right up to me.

"I guess you've come for your toys," she began. 'Well, I haven't no excuse to offer or apologies to make. I meant to take them over tomorrow; we didn't think you'd want them soon; but I'll get them for you now. They're all here but the skates—Bobby's got them at the park. Katie, give me that doll, now.'"

"Well, that little girl walked up and handed over the doll without a whimper, but her pretty face was a study. She was as nervy as her handsome mother. 'I guess you owed us the toys for a morning, Mr. Herrick,' went on the mother. 'It was your unjust blacklist that deprived us of a Christmas of our own.' Then she turned to her husband, while I just stood there without a word to say. 'Bob, come here and tell him about that night,' she called, and when Bob hung back, she went ahead and rubbed the whole story into me. 'Why didn't you come around and tell me this long ago?' I asked him."

" 'What was the use?' he answered, 'You wouldn't have believed me at that time.' "

" 'Come to my office tomorrow at ten o'clock and see,' I told him, and then I turned round to that brave little woman, who had begun to tremble all over. 'Keep the toys,' I told her. 'It was a very wise boy that mixed them up last night.' And then I bolted. Our boy, Clinton, will have to wait till tomorrow for his horse, I guess, Nell."

About an hour later a market wagon

stopped at the door, unloaded all sorts of good things for a fine Christmas dinner, nothing to pay; only compliments of Mr. Charles D. Herrick.

The next morning Bob Herrick reported at the superintendent's office, received a full month's pay and was ordered to procure a conductor's uniform suit, with brass buttons, and report for duty.

"Oh, Bob.—" That's as far as she got. Bob just picked her up in his arms and smothered her with kisses.

Moral Values of Modern Christianity.

BY JAMES E. BARBOUR IN "THE COMMONS."

From many quarters we hear a protest and a lament that the Christian Church is weak in moral values. A prominent business man who has considerable to do with ministers and Y. M. C. A. secretaries, tells us of the woe-ful lack of high business principles among them. They invariably want a reduction below that of a living wage and a fair rate of interest. It is notoriously true that many of our leading Christian men are open corruptionists in politics. They do not seem to have any civic virtue. They are as limp as rags before the boss or in the committee room. That the social ethics of our Christian society is at a low ebb, all but the blind, superficial optimist will admit. That the condition is without hope, no one but the equally superficial pessimist would claim.

By modern Christianity is meant the modern world as modified and changed by the industrial revolution, modern science and the new democracy. The change wrought has been revolutionary. It has changed our methods of work, our ways of living, our habits of thought and our hopes for the future.

In the field of our social economic life, the change has been most rapid and it is here, perhaps, that we find the lowest moral values. The moral conscience has not been able to adjust itself to the

rapid change in social environment. The dictates of conscience have been running on in the old grooves of our earlier Christianity and a simpler life. Whatever be the origin, the development of the moral conscience is slow. It has taken thousands of years to engrave but imperfectly the ten commandments in our hearts. It is no great wonder then that moral values have failed to expand within a century so as to cover the larger field of duties thrust upon us by our more complex life.

In the isolated individual life of the post-reformation period, men knew good from evil. Their eyes were open and they could reason fairly well from cause to effect. But the personal life is not individual and alone today. The humble private citizen of our social democracy, is greater than a king of ancient days so far at least as his moral responsibility is concerned. The least in God's kingdom feels that he is of the very "warp and woof of the social fabric." One cannot stir without touching some other life. One's birth, his education, his daily work, his music, his art, his amusements, his religion and politics are entwined in a ramified way in the very vitals of the social body. Duty and action that seemed so plain to our fathers in the quiet of their country

life bear a different aspect in the factory and market of today. The moral atmosphere so clear to their minds, becomes hazy and dim in the storm and stress of modern commercialism. Hopes and ideals, once so plain and practical, are relegated to the misty, visionary centuries of the past, or, to the far distant future, as we advance in complexity, and rights and duties multiply. Men who in earlier life would have possessed a clear vision and strong moral courage are in darkness now and their hearts are faint within them. High moral leadership, among distinctly Christian people, there is none, and the common man is perpetually in a fog bank passively inhaling the deadly miasma of the lowest standard.

Many officials, many rich men, many ministers are justly criticised today, because of their want of moral values and ethical ideals. But we know that some of these men so severely criticised are of the highest moral worth. They seem to be utterly helpless in our complex civilization, entirely ignorant of our new and larger life. They would do better, if they knew how. "God be merciful to me a fool" is their version of the Scriptures as they behold the onward march of corruption in state and industry. Honors and duties have been thrust upon them unprepared. Their lives touch at too many corners. They have wanted to rid themselves of responsibilities, and moral standards have suffered in the family, in the state and industry. Too many have thrown away what we regard as burdens of duty and honor. They refuse to advance or fail to appreciate the necessity of an advance in ethical standards. Some few, who see the necessity, are terrified by the load that must fall upon them, if they accept the responsibility of new values, and they halt and turn back. Some who are trying to do their full duty are breaking down in the nervous strain put upon them. They bear a heavy load because the many are unsocialized and refuse to accept their full share of responsibility.

The second great cause of low moral

values is due to the revolution wrought by science in our ways of thinking. Here again conscience in spiritual and moral affairs has lagged behind among Christian men. The ethical mandates run on in the same old grooves heedless of the change wrought by Charles Darwin and his peers. We gaze at the stars through our Ptolemaic spy glass. We see man and the world with Calvinistic eyeglasses or physiocratic microscopes. We have been unable as yet to see the modern world in right proportion. The emphasis of modern life has been combination, power, and it rests its principles on modern science. From this aspect of science only, moral values of present day Christianity are low. We would not, however, place scientific moral values on a higher plane than Christian morals. Much of the efforts of science has no moral value. Only in the conflict of the century betwixt religion and science, religion has been more often concerned with the accidents of its history than its ethical essentials. It has for example been zealous in the defense of the integrity of the Bible, the authenticity of reputed books and authors, its theological dogmas of inspiration, creation and the fall. It has been more concerned over historical evidences of minor events than it has of the moral truths they have taught.

Where Christian religion should have been strong in its battles with science, it has been weak, and, as a consequence, it has had to give away all along the line. Modern Christianity has obscured its ideals of personality, the divine worth of every individual and social responsibility in God's kingdom on earth. It has emphasized only accidents and non-essentials. It has indeed compromised and accommodated its moral values to the shifting pseudo-science of the day without seeking, or desiring to change or modify its accidents of tradition upon well founded scientific evidence. This has made matters worse. Modern Christianity has become hardened and conventionalized, incapable of adaptation and very dull. This is manifest in religious papers, Sunday school leaflets

and in the pulpit. The whole moral tone of the church must be raised that we may discern betwixt the accidents and essentials. And so in dealing with science as applied to the force of the world, the whole moral spirit must be quickened.

Christianity must vindicate its mastership. Christianity today has to do with the workers of the world, captains of industry, aggregations of capital and labor. It has a work of course with the incompetent and defective, but it must reach the strong man of affairs if it would help the weak. The strong man is at work. We must judge him from his own standpoint, from his own ideals, and not by Christian, or conventional standards. Work and not charity is the modern industrial world's moral power. And the criticism of many rich men by Christian people is often wide of the mark. It is petty and trivial. It dwells on details of accidents as to whether the rich man gives very much alms to feed and clothe the poor, to build churches, colleges, libraries, hospitals and homes. Criticism rarely rises to the main question of justice, truth and righteousness. Here in the realm of work Christian moral values rarely rise to the level of the heathen gospel of work. The growth of great combinations of capital and labor that seem so alarming to many individualistic Christians, is due largely to higher moral appreciation. Capital as well as the laborer must unite or die. They have but one option in living. That combination often results in a monopoly that is tyrannical and oppressive is another thing. Monopolies of every kind are bad, while combination is always an economic gain, and their moral values at their worst, are better than the irresponsible tenth man.

The strong man among wage workers is found in organization. The unions are not perfect. They do not pretend to be Christian. They claim to have been forced to unite to save themselves from the unscrupulous greed and tyranny of the irresponsible capitalist and the ore irresponsible and short-sighted

fellow workman. They have added some new commandments to the decalogue. They do not always live up to them any more than they or we live up to the old. But they, too, have a right to ask that criticism and judgment should be from their own standards, their own ideals and direction. The organized workman has accepted the scientific point of view and he has a right to demand judgment from the standpoint of an evolutionist rather than that of an isolated idealist. He cannot wait until the kingdom of heaven comes in all its glory before he forms his union as many good Christian people would like to have him. He believes that it is needed now, made up as it is, of poor, sinful men. He can not be put off with promises of reward in heaven; he wants a living wage now in this world. He can no longer be deluded by the pious cant of conventional society, nominally Christian, about the thrift of long hours, a scanty living and cheap tenements, when all sound economic science tells him that these things mean industrial slavery, extreme poverty and an early death.

The union man wants still shorter hours, a living wage and the abolition of child labor, and he will use every means at his command to bring about these ends, believing that it will be a moral as well as an economic gain to society. He is endeavoring to establish himself in a more stable position in society. He is emerging as a personality and in part recovering from the condition of things in which the industrial revolution placed him. He is no longer in the market to sell his labor at any price. Indeed, in theory, he is not in the market at all. For the new commandment, "Thou shalt not take thy neighbor's job," has certain moral power. Organized labor is becoming an efficient power whatever we may think of its moral standards. Like the captains of industry, organized labor has created new wealth by developing new wants and increased efficiency to work.

The unions are inspired with hope and courage. They have helped to improve the condition of organized labor.

They believe that unionism is working out social salvation. They may have to learn more thoroughly the moral value of its cause. The opponent of organized labor may be a traitor, a social pirate, and a pariah, yet in some cases in recent conflicts he has shown himself a hero; and at all times he as a man and organization itself is retarded when an indignity is heaped upon him. The unionists' motto, "an injury to one is the concern of all," is the highest point in ethical development, and their whole code seems superior to conventional Christianity. One feels the moral uplifting as he comes from Christian society and enters that of organized labor. It is usually weariness to listen to a conventional Christian talk, while it is spiritual refreshment to hear a well balanced desciple of organized labor.

But aside from the obscuring of moral values by the too sudden advance in social complexity, apart from the moral confusion of Christian minds by comparison with the advanced standards of science, there is another potent cause of low moral values. This lack of moral vigor has been ascribed to "arrested development," and it is in part. It is said to come from "paralysis of the will" and this in part seems true. It is a blind and sometimes wilful disregard of the rising social consciousness of our common humanity.

Protestant Christianity seems to be especially wanting in this matter. Masking in the garments of Democracy, it has sought too many opportunities to slander and ridicule the moral efforts of the people. Pretending to be the voice of our common humanity, it has steadfastly refused to hear any but the so-called respectable class. Professing to be the moral conscience of the world, it has remained stationary and individual in its ethics. "And merely to attain individual morality in an age demanding social morality, to pride one's self on the results of personal effort when the times demand social adjustment is utterly to fail," as Jane Addams says, "to apprehend the situation." "Stationary individual ethics," she tells us, "is possible

without Democracy, but growth into the perfection of social ethics is not."

Protestants have thus come to think themselves exceptions and as different from the common man. They have set themselves apart from humanity. Like the Puritan, they think their own goodness is something outside themselves and humanity. And the great world has gone on in its development of its conscience and conscientiousness, leaving Protestantism far behind. We cannot regard any of the Protestant bodies as exceptions, although the more ultra individualistic Protestant churches seem to be more tenaciously conservative in their prescribed ethical values. Here and there we hear a protest. Some few Christian men may be fairly classed as leaders of the great forward movement, the most potent the world ever saw—the rising power of the common man. They are not contented until they have united the "idealism of the gospel with the realism of life." But the real Protestant who is the enthusiast and supporter of his denomination is undemocratic in his action, if not in his sympathies. The evangelical and high church Anglican are cases of arrested development. They have not come up to the mark in the ethical development of social Democracy. They have not advanced beyond the pace set by their leaders a half century ago. Their morals are conventional, individual and automatic. They are so intensely in love with their system, their plan of salvation, their ritual and their doctrine that they cannot see any growth of the moral consciousness from without. Their moral as well as their theological truth was made for them long ago and it has become crystalized now, hard and unchangeable. The bitter cry of the submerged tenth, the moral prodding of the new Democracy has liberated some noble exceptions who call themselves evangelical Protestants, or high Church Catholics, but the old paternal or autocratic ideal of their party or sect is still the same and their morals are stationary.

The liberal or progressive Protestant and the broad church Anglican may

fairly be charged with paralysis of the will. They have fallen so completely under the dominion of science that they have become slaves to the scientific method. As Prof. James tells us, "Science has organized this nervous fear, 'lest we be deceived,' into a regular technique—her so-called method of vindication; and she has fallen so deeply in love with the method that one may even say, she has ceased to care for the truth by itself at all. It is only truth as technically verified that interests her." The advanced liberal Protestant is in a similar plight. He may be ranked with the Brahmins of science and in a class by himself. He has set up the accidents of life, education and culture as sometimes to be revered, his own experience and moral standards as something quite apart from the rank and file of men.

And of all kinds of claims to aristocracy, the aristocracy of education and culture is the most nonsensical and the most reprehensible. The aristocrat of wealth can be tolerated for he or his family has done something and he does not know any better than to be exalted in the pride of power. The aristocrat of blood or of caste may be silly and foolish, but he is not wilfully depraved. He does not knowingly sin against the light. But the so-called aristocracy of education or culture is without excuse. He knowingly crucifies the Christ without and within, and, so far as the liberal Christian has fallen under the evil spell of pride, he presents a sorry spectacle of a halting gait and a faint heart. He refuses to advance in moral values of the social consciousness without absolute proof and verification and that, as external evidence in human beings, is impossible. He may have high ideals. But, as Bishop Brent says of modern prophets, "It is not that the ideals are too high, but that they are sketched with a faltering hand: their appeal to self-sacrifice is too timid and imprecise, the challenge to courage is too low voiced with the result that the tide of inspiration is low." Many of our leading men of advanced Christian

thought may be ranked fairly with these Brahmins of science. They have studied the Bible thoroughly and scientifically. They know the A B C and D writers of the Pentateuch. They have the history of religion and theology all systematized and recorded in their minds. They are open to the truth that can be verified in their own way, but they are very doubtful and halting in their estimate of moral values and of their faith in men.

The liberal Christian, too, like the ultra orthodox, has become insufferably intolerant. He cannot permit anything to pass as truth that is not verified in his orthodox way. But unlike the ultra conservative, the modern liberal by his doubt and hesitancy has fostered a spirit of skepticism that makes belief impossible. Nothing that springs from the popular will is true for either party, for it is not orthodox, or it is not verified in the orthodox way. It is not in the tradition of the fathers, or it was not found out by science. Thus the old orthodoxy and the scientific liberal can agree in discrediting Democracy and Democratic moral values. The one, because of its arrested development, is so far removed in its ideals that its positive teaching falls on dull ears. It fails to touch life with the hand of power. The other, because it holds its ideals with a faint heart and proclaims them with a faltering voice, has become paralyzed in will power and can do nothing. It has become a slave to method, and by its method finds it impossible to verify the truth that the social consciousness is teaching us. Their party cannot stoop to know the truth by walking and suffering with the common lot of man.

The great common man, therefore, cares nothing for these things of religion. He feels that they are entirely outside his life. He is content to work on his own line of moral discernment. He feels that the clergy and the church are a hindrance rather than a help to a moral advance. He is even ready to fight for his ideals to the great surprise and alarm of the conventional Christian.

The undemocratic Christian, the

equally undemocratic scientist, continue to belabor him—the common man—in the same old way. Ministers and Christians of good society use the most vile epithets and language in referring to striking workmen. Granted that they are in the wrong in using intimidation and violence, who is to be their judge? They have some undoubted social virtues as well as personal ones. They are fighting for what they believe to be a high ethical standard. Is it not possible that their moral values are really higher and better than that of the conventional standard that denounces them? Is not the Christian in using such vile, intemperate language, indiscriminately against any mass of human beings, violating good morals? Many Christian men have sinned grievously in social righteousness; they have left undone almost every social duty, civic and industrial, that is laid upon them: they have violated almost every social right of society, and yet these same men pride themselves on their superior moral qualities. A little child could lead them in social virtues. The blindest fool is wiser in discernment of moral values. Between these and the common man filled with democratic consciousness of divine worth of all, there is a great gulf. The Christian minister and gentleman has a long way

to travel, afoot and alone across dusty plains and over barren hills and mountains before he is able to cross that gulf that today divides the moral consciousness of the world. Protestantism has failed to fill the gulf because of its undemocratic satisfaction with the standards of individual culture. It is not up in moral values even to the average man. It has not leaders brave enough to lead where direction is necessary, nor wise enough to follow where a moral advance is certain.

Can we look to Protestantism again to assume its leadership in moral values? The signs are hopeful in many quarters. Narrow and bigoted sectarianism seems to be dying out for want of leadership. The most socially inclined and righteous men no longer want to be labeled by their denominational name or party creed. A real Catholicity, another name for democracy seems to be forming which will not be satisfied with the low moral values of partisans. The line of our horizon in social righteousness will, we believe, be soon advanced. The code of ethical righteousness will be taught and he that offends in the least of social duties will be held accountable. The last word in the field of industry, science and democracy will be that of the gospel and of mastery.

The First Railroad Strike in this Country.

WRITTEN FOR THE CONDUCTOR BY GEO. P. FLOYD.

The first railroad strike, or, I think, the first strike of any kind that occurred in this country was on the Boston, Hartford & Erie Road, March, 1855. It was not a strike for advance of wages or against the reduction of wages, but a strike for the purpose of trying to secure six months' back pay due the employes of the road. At that date, fifty years ago, such a thing as a labor union of any kind was unknown in this country.

The old Norfolk County Railroad, running from Dedham to Blackstone, Mass.,

twenty-six miles, was completed in 1852. The company ran its trains over the Dedham branch of the Boston & Providence road, from Boston to Dedham, ten miles. The extension of the road from Blackstone to Thompson, twenty-two miles, and the road from Summer street, Boston, to West Dedham, thirteen miles, was built during 1854-1855. That made a line from Boston to Thompson of sixty-one miles, connecting with the Norwich & Worcester road at Thompson.

In order to complete and equip the

road the company requested the employes to refrain from calling for their wages for sixty days. This the employes were willing to do. Most of them were old employes of the road and were anxious to have the road completed.

At that time the writer was running a passenger train on the road as conductor. At the expiration of the sixty days the employes expected to receive their back pay, but the company failed to ante up the coin, but continued to conciliate the men by promises to pay from time to time. Three months, four months, five months, and six, passed and yet no money was in sight. The fact was, the road was bankrupt. The road was built and mostly controlled by a few Boston capitalists, among whom were Welcome Farnum, a large woolen mill owner of Blackstone, Edward Crane and Hamilton Willis. They had strained their credit to the limit. Their credit wasn't good for a load of wood. We would stop our train at a crossing and buy a load of wood and chuck it on the engine tender in order to get our train into the terminal, paying for the wood out of our cash collections. Patience had ceased to be a virtue. The men were suffering for the necessities of life, and were liable to be turned out of house and home. The time had come to call a halt and bring the matter to a focus. Besides the regular employes of the road there were some 500 laborers who had been employed in building the road. Generally speaking, these men had been working for a long time without pay. In those days, fifty years ago, that class of railroad laborers was composed of the Irish element. They were like the Kilkenny cats. Rub them the wrong way of the hair and they would fight, hold on with a bull-dog grip and chew and choke till the end. They were a hard class to control. A committee of fifteen of us called on the managers of the road and requested them to appoint a day to settle with the employes, and pay or take the consequences. The fifteenth of March was designated as the day for payment. From outside appearances it was evident that no money would be

forthcoming at that time. We had a quiet meeting of the conductors and engineers and other employes and decided to wind up the road. "No use working for a corpse." It was a case of "root hog or die."

As the fifteenth of March was the day appointed to pay the men, word was given to all the employes to be in Boston on that day and receive their wages, or "unchain the tiger." When I took my train out of Boston the evening of March fourteenth, I advised my season ticket passengers to bring a clean shirt with them the next morning, as it was very doubtful about the train going out the next afternoon.

The morning of the fifteenth of March my train to Boston consisted of thirteen coaches, loaded with employes going in to Boston to interview the president and directors of the road on business affairs. When my train arrived at Blackstone, Welcome Farnum, the president, who was going into Boston on the train, came to me and asked, "What are all these men going to the city for?"

"Why, Mr. Farnum," I replied, "as this is the fifteenth of March, and you have promised to pay these men their back pay for six months, I suppose they are going to Boston to see that you make your promise good."

"We are not prepared to pay the men today, and I don't want them to go into Boston. Now just you cut off all the extra cars on the train and leave them here. This gang of men will give us trouble if they are allowed to go into the city."

"I will not discuss the matter with you here, Mr. Farnum, but this train goes into Boston just as it is, with all the men, and all who get on the train between here and Boston."

"I am president of the road and I say that the extra cars don't go in."

He went and pulled the pin between the regular train and the extras.

I replaced the pin.

"Now, Mr. Farnum, if you want to get into Boston alive, just you go and take your seat in the car, and don't meddle with this train in any way."

A crowd of the men surrounded him. He could plainly see that the "jig was up." Foaming and frothing, he obeyed orders.

We arrived in Boston at ten o'clock and the men swarmed into the depot ready for business. A thunderstorm was certainly in sight. The officials were taken by surprise.

A committee was appointed to wait upon the treasurer of the company and demand the men's pay. Of course the demand was answered with the statement that the treasury was empty.

Twelve hundred hungry and destitute railroad men who had not received any wages for six months, was not a very easy gang to control. It was a time for cool, calm reflection and not a time for people to lose their heads. The program was made and carried out. There being no prospect of any amicable settlement, the decision was made to stop the road from running under the present management. The ball was set rolling. All the locomotives were run on a side track. The fires were drawn. Each engine was disconnected and the connections were secreted. One hundred yards of main track was ripped up. The draw at South Boston was turned and a guard placed over it. Groups of men formed to discuss the situation. Three hundred dollars was offered the writer and the same amount to my engineer, if we would take our trains out on time that afternoon; which offer was, of course, at once spurned.

As a strike of any kind was unknown in this country, it is not surprising that the startling events occurring should cause the people of Boston no little uneasiness by the reflex influence on the vast hive of human beings who were scarcely able to obtain food to appease their hunger. During the day 150 special policemen were sworn in, armed, and assigned to duty. Every exertion was made to be fully prepared for any emergency that might arise.

The citizens of Boston and rural population of the surrounding country assembled in large numbers and fraternized with the men and encouraged them

to persist in their demands. At three o'clock in the afternoon at least 10,000 people had congregated around the depot and, as a mass, were in sympathy with the strikers, as were the police force. The crowd was a very orderly one and composed of all classes of citizens, who had come from curiosity. There was no breach of peace or any manifest disorderly action. Loads of food of all kinds were brought for the strikers. A long table was set in the freight house and presided over by ladies of the city. The boys lived high while the strike was on. Even houses were thrown open for the comfort of the best class of the strikers. At length the contributions fell off, and the usual consequences of a great strike became painfully manifest. Half starved men loitered aimlessly in the streets. The police were called out to guard property against attacks made in the desperation of want. And what was the result? No effort was made by the company to pay the men because the company was entirely bankrupt, and powerless. The strike lasted three weeks and ended with all the surroundings of distress. It was the same old story so often repeated. Outside support fell off, and poverty stood face to face with many of the men and their families. A number of the men were thrown upon their own resources, only to sink into a miserable state of idleness and dissipation. For six months not a wheel was turned on the road from Summer street, Boston, to West Dedham, or between Blackstone and Thompson. The road between Dedham and Blackstone, twenty-six miles, was run under contract with the Boston & Providence road. In time the road was bought up by other roads and run as the New York & New England road, and then consolidated with the New York & New Haven system, by which it is run today.

The employees who were on the road at the time of the strike were never paid their wages, the writer being one of the number. The conductors, engineers, and other trainmen who ran on the road when the strike occurred, scattered to the four winds. The writer was fortunate

in getting a position as passenger conductor on the Michigan Central road. I took my train on that road May first, 1855. It was a big jump from running a huckleberry train, on a stub-tailed road where our daily cash collections were only about \$20.00, to a first-class passenger train on what was then the second best and largest road in this country, where a conductor's cash receipts were \$1,000 or \$1,500 a trip.

I took my old engineer, Henry Little, and his fireman, McBride, also the old engineers, Sam Battle, Bill Lawton and John Dugan, with me and obtained good engines for them on the Central. These boys pulled me many a lively

trip over the Central while I was there. They have all crossed the pathless ocean of death and joined the Choir Invisible in the far beyond.

Since 1871 there has been a perfect epidemic of strikes in this country and in Europe. Many labor unions have been formed. Not a year passes without a strike to cause irritation, inconvenience and suffering to thousands.

It has now become a question of labor and capital.

"What a prospect,

To slave while there is strength. In
age the workhouse.

A parish shell at last, and the little bell
Tolled hastily for a pauper's funeral."

A Trip Home.

BY G. R. CARSON.

(Continued from November)

When I saw that my finances were running short I wired Mollie to send me \$50.00, which she did. I wrote her before I got the money that I had met a poor widow woman with eight small children and had given her my last cent, which information I knew would square me with her. I don't want her to ever find out that I visited the Latonia race track and lost all my money on "Arab." A man came to me soon after I got to the race course and told me that he had inside information that "Arab" would win the race, so I bet my last cent on that horse. Well, "Arab" came in behind the whole bunch. I looked for my friend who had given me the false information and could not find him. I had to walk clear across the river to the Grand Hotel and wire as before mentioned. I don't think a man ought to take advantage of a stranger that way, do you? My reason in the first place for believing the man was that he said he belonged to the Methodist church, the same as I did. Now I am afraid to report him to the church authorities for lying to me for fear of being fired out for betting on a horse race.

After getting the \$50.00 from Mollie I started for the river to take a boat to Middleport, Ohio. I paid \$3.50 for a berth which included meals for the trip.

Just as the boat was about ready to start a very fine looking man whom I had met and talked with some at the Grand Hotel came rushing on board and said he had lost his pocket book and had to have \$20.00 to pay express charges on his wife's dead body which he was going to ship to Middleport, and asked me if I would accomodate him with that amount until we got to that place. I was only too glad to give him the \$20.00, as I knew he was in a great deal of trouble. Well, the man ran up the river bank as fast as he could and before he could get back with his wife's body, the boat pulled out. I told the clerk that he had left a man who had gone after a corpse to take to Middleport, and that I had given him \$20.00 to get the body out of the express office. The clerk only said something about being a sucker or something that sounded like it.

I have an idea that the man will send me the \$20.00 as soon as he gets to Middleport, don't you? You see, before I

got started up the river I had spent \$23.50, which only left me \$26.50, not a very big roll to last me for two or three weeks. After we had been going about an hour a preacher came to me and asked if I ever played cards. I told him Mollie and I played "Flinch" once in a while at home. He asked me to make up a party of four to pass away the time. I consented to play and was introduced to a couple other men who were deacons in my friend's church. They didn't want it generally known that they played cards, they said, especially for money. You see I was in the same boat. A long time ago, when I was a young man, I knew something about playing cards, and thought maybe I could win enough money from these three men to run me until I got back home. Well, I won about thirty-five or forty dollars, and just thought I couldn't lose and when the dealer gave me four kings I bet all I had, expecting to win everything and close the game. The preacher seemed to want to bet also, and I accommodated him. I ran out of money to bet and put up my ring and watch which is a twenty-one jeweled "Frisco" movement. Would you believe it, that sky-pilot had four aces and took everything I had. The boat landed about that time at Newport, Ky., and the preacher and the two deacons got off. Said they were going to start a revival there and invited me to call on them if I ever stopped in Newport. I went to bed that night feeling pretty blue and studied all night what to say to Mollie to get some more money. You see, I had spent a hundred dollars and was only 500 miles

from home. I finally concluded to wire Mollie for more money. I wired her to send the money to Middleport and would write the particulars. I wrote her that I had met a Campbellite preacher from West Virginia who was building a church and needed \$45.00 and that I had given it to him. I knew that would hit her about right, because she belongs to that church and would give everything she has if she were asked for it.

I got up the next morning feeling rather jubilant over my decision as to proper explanations to Mollie. After two days and as many nights on the boat I arrived at Middleport about ten o'clock in the morning. I no sooner landed at the wharf boat than I was arrested on an order from chief of police of Newport, Ky. It seems that a man who got on the boat at Cincinnati had been robbed between there and Newport, and I had been accused by three men who said they were convinced that I was a crook. To say that I was surprised expresses it lightly. I was without funds, as you know, and had to wait until Mollie wired me the money before I could bribe the officer who arrested me to turn me loose. I got on a car and went to Syracuse as soon as I got out of jail. Glad that I had arrived at my native town alive and well. I don't want those people to know of my experience on the boat and at Latonia race track, for they are all Methodists and would never speak to me if they knew it. After staying a week I started back to Kansas via Chicago. Say, were you ever in Chicago?

[CONCLUDED NEXT MONTH.]

Effects of the Pure Food Law.

BY MARION G. SCHEITLIN.

Not until the red tape surrounding the first application of any federal measure is unwound from the pure food law that went into effect Jan. 1 will the American people realize how far Uncle Sam has gone in the protection of their pre-

cious tummies. In Washington, Secretary Wilson and his aids in the Department of Agriculture are examining thousands of new labels to see if they conform to the requirements of the new law, while Dr. Wiley of the federal bureau of chemis-

try is swamped with the work of construing the law and telling the makers of food and drink stuffs "where to get off" in the future. As soon as the inevitable legal kinks are taken out of the situation the dear public actually will find itself getting exactly what it pays for.

Shade of the inventor of the wooden nutmeg! And this in the land made famous by canned chicken made of calf, by cotton seed olive oil and whiskeyless whisky!

But it's true. The best evidence there is to be no "bluff" about the obedience to the law is the fact that about 85 per cent of the makers of articles that fall under its provisions already have made plans to obey the law without resort to legal quibbling.

EFFECTS ARE WIDESPREAD.

No piece of legislation ever affected so many people in such a direct way as this pure food law. It applies in general to all that we eat, all that we drink except water and all that we use as medicine—to everything, in short, that the American public takes into its stomach. It goes even farther and takes in the gum we chew. Every time you sit down to a meal you are affected. Every time you lean gracefully across the polished mahogany for the purpose of "having one," no matter what that "one" is, you are affected—if not by the "one," by the law. It is going to make a lot of people honest; and it is going to make a lot of others healthy physically while it is making these healthy morally.

Imagine the grocery of the future, the grocery as it must be run after Oct. 1, the expiration of the days of grace given by the law and after which all labels must be new and truthful ones. Say your grocer is a man fully informed on the subject of food stuffs and the technical operation of the pure food law, as is G. J. L. Janes, manager of one of the big State street grocery departments, who outlined the practical workings of the law for the Record-Herald. You ask for a pound of the best Mocha and Java coffee. Says your grocerman:

"I keep no Java coffee. All Java coffee is of so poor a quality that no one

would buy it. It is of a poorer quality than the cheapest Rio coffees."

"But," you say, "you have been selling me Java coffee for years, and you called it Java coffee, too."

"What I sold you was coffee from the Island of Sumatra. Since the pure food law went into effect it is called Sumatra coffee, for the law prohibits the use of a geographical name to describe an article unless, in fact, the article did come from that place. The coffee you formerly bought was two-thirds Sumatra and one-third Mocha. Mocha coffee comes from Mocha, Arabia, so we don't have to change that part of the name. As I said, the coffee that really comes from Java is so inferior we could not sell it. If anyone tries to sell you Java coffee in the future it must be real Java coffee, and if it is, you would send it back."

"All right, a pound of Sumatra and Mocha coffee, please, and a pound of Blank's imported macaroni."

NO IMPORTED MACARONI.

"I am sorry," the grocer informs you, politely, "but Blank's macaroni is made on the West Side, right here in Chicago. Here is the label that says so. There is no macaroni imported under the name of this manufacturer."

"Then why have you been selling me this macaroni for the imported article all these years? By your own admission you seem to have Ananias lashed to the mast and screaming for mercy."

"Nay, not so fast. If I misrepresented it to you it was because I was deceived myself. To tell the truth, I have been selling this very make of macaroni for ten years and thought all the time it was imported. Before the pure food law became operative most of the domestic macaroni bore foreign labels. Now all this domestic product bears a label that tells exactly where it is made. The best imported macaroni is made from Tangaroc, a particularly hard, glutinous wheat grown in Russia. Some of the domestic manufacturers import the flour made from this wheat and make the macaroni in this country, but now, even when this is done, the label must tell the place of manufacture. We are just finding out these things."

You scratch off the macaroni item and ask for a quart bottle of tomato catsup.

Says your grocer:

"Catsup is no longer put in bottles larger than half-pints. Tomato catsup and Chile sauce formerly were preserved with boracic acid. The new law prohibits the use of preservatives and the result has been that the manufacturers had to reduce the size of the package to one that would be consumed virtually at one meal. Catsup will keep an indefinite length of time when sealed in the original package, but will sour in twenty-four hours after it has been opened if it contains no preservative. Therefore the new packages are designed for immediate consumption after opening. The law also prohibits the use of coloring matter and has forced the makers to use only full ripe tomatoes, which of themselves will give the desired red color. Formerly they used green and half-ripe tomatoes largely. This catsup will cost you more in proportion to quantity than the old kind did, but it is perfectly pure and healthful. It must be under the law."

By this time you begin to think that something has been accomplished in the way of brushing away the deception that cloaked the grocery trade before the pure food law went into effect. Perhaps the next item you ask for is olive oil.

"There is no chance for you to be deceived in oil any more," explains the grocer. "The foreign oils are labeled as they always were, but the domestic products are labeled for just exactly what they are. The California oil carries the name of the state. The imitation olive oil that has been made of cotton seed oil is still in the market, but it no longer wears a mask. If you want it you can buy it for cotton seed oil but not for olive oil.

SOME MYSTERIES OF PICKLES.

"Pickles? Right this way. Sour or sweet? The best sour pickles all are imported; the best sweet are made right here in Chicago. There are no more imitation imported sour pickles, for, whatever may be the contents of the bottle, the label tells the story. English and Scotch makers buy many of the onions

and gherkins in this country, ship them over the ocean, make them into pickles with their excellent malt vinegar and then send them back here for sale. These are the best sour pickles in the world. The Americans import the foreign malt vinegar and bring over the most skilled of the foreign workmen, but still are unable to produce as good a sour pickle as we import. It's the climate. Some of these latter formerly had a foreign label. Now you cannot be deceived. But Chicago is the home of the sweet pickle, and the foreigners never could touch us in their manufacture. The sweet pickle is peculiarly an American institution."

When you come to the jam, jelly and preserves department of the grocery store you begin to feel all the more grateful for the safeguards that have been thrown around your eating by the pure food law. You rail at the high price of the strawberry jam.

"But this is real strawberry jam," insists the grocer. "What you formerly bought for strawberry jam was 45 per cent of apple juice, 48 per cent of corn sirup, 6 per cent of granulated sugar and 1 per cent of coloring and flavoring matter. We still have these goods, but they are labeled 'Compound.' We have some jams and preserved goods which are marked by the name of the fruit it is supposed to be, and then elsewhere on the glass or bottle is printed the exact ingredients. All you have to do is to read the labels carefully."

MANY FRAUDS LAID BARE.

"It is the same thing in the sirups and honeys. In maple sirup and honey there have been many imitations. Some of the 'pure strained honey' has in the past been 75 per cent corn sirup and 25 per cent honey, a product that a self-respecting bee would scorn to own as his. Anything besides pure honey that is sold hereafter will have to be sold under a label that tells the truth, the whole truth and nothing but the truth about the ingredients. This will be a sad blow to the farmer with innocent looking whiskers, who sells pure maple sugar made of sand and glucose, and to the vender of 'pure honey' that is made in a West Side

factory that no bee ever even saw in passing."

From counter to counter you wander and find the same conditions of enforced frankness on the part of manufacturer and dealer. You find your favorite brand of vanilla extract labeled something else because it is and always has been made of venillin and other things beside vanilla beans. The label gives the list of ingredients. You find your buckwheat flour labeled "Compound" because the flour used for the griddle cakes that "mother used to make" is a mixture of buckwheat with corn or wheat flour, and the maker has to tell the public so. You can go down the entire list and find the same things.

The candy makers are pulled in under the new law and tied hand and foot so far as adulterations are concerned. For the children more than anyone else this new law is a boon. The enforcement of the law in this particular means less work for the doctors. The Secretary of Agriculture has decided that terra alba, barytes, talc, chrome or any other mineral substance cannot be used in candy-making. There shall be no poisonous coloring or flavoring or any malt or spirituous liquid or narcotic drug. The maiden with the sweet tooth hereafter will know exactly the kind of candy her admirers send her. If it is chocolate creams and either the coating or the "filling" is adulterated in any way the label on the box must say so. Caramels are to be sold under the same rules. It would be a death blow to the hopes of an aspiring suitor to send the sweet young thing on whom he is lavishing his affection and candy money a box of confections which bear in bold, black letters their badge of deception and cheap imitation.

But in addition to the assured purity of the candies they eat, the children have another distinct advantage under the new law. If they should eat too much candy, so much that they need the old-fashioned remedies administered by mothers when the youngsters had "made pigs of themselves," these same remedies will be pure. Also they will be exactly what they purport to be on the label.

The ingredients must be named. The pure food law comes down on the medicine business with a heavy hand. Hereafter the label on every bottle of drugs dispensed must tell just how much morphine, opium, cocaine, chloroform, cannabis indica, chloral hydrate, acetanilide or any derivative or preparations of such drugs there may be in the medicine as well as how much alcohol. So if mothers feed their children on the remedies that have been in use they will do so knowing exactly what they are doing.

The printed stickers which tell the ingredients of the medicines sold and which already have made their appearance are a revelation. They are also likely to bring consternation to those mothers who have conscientious objections to giving their children any medicine containing alcohol or a narcotic drug. For instance, there is the sticker that makes its appearance on the paregoric bottle. Paregoric has many friends and few enemies among mothers. When baby shows colicky symptoms it is mother to the paregoric bottle in millions of homes. Still, the operation of the pure food law has disclosed the fact that every fluid ounce of the popular baby "dope" contains 45 per cent alcohol and two grains of opium. When father feels out of sorts nobody suggests that a little whiskey would be a good thing for what ails him. And yet alcohol and opium have been administered to millions of infants with no thought of the damage it might do because the mothers were ignorant of the presence of the drugs in the soothing compound. There is also a well known "cholera mixture" to which even the most rabid teetotalers make no objection, but which has been found to contain 70 per cent alcohol and 9.2 grains of opium to the fluid ounce.

When one learns the revelations that the new law has made in the drug and proprietary medicine trade the wonder is that we are not a nation of drunkards and drug "fiends." A number of the preparations are found to contain so much alcohol that the user might as well "take it straight" and save money. The manufacturers of these proprietary

medicines have until next October to bring out their new labels, but the sticklers telling the ingredients must be adopted at once. Druggists have been put to infinite trouble to obey the law. The number of preparations in the average drug store ranges from 1,000 to 3,500, and none of this stock was labeled Jan. 1, when the law went into effect.

HARD ON DRUG FIENDS.

One of the direct effects of the law, so far as it pertains to drugs, is the cessation of the manufacture of certain powders used by cocaine fiends. The principal one of these was known as a "tar powder," and was a great favorite with the fiends that used the drug through the nose. The act of blowing the nostrils full of this powder by means of a small rubber tube and glass nozzle is known among cocaine fiends as "blowing the burners." The pure food law has stamped these powders as cocaine, pure and simple, and the anti-cocaine laws of most cities have done the rest.

The biggest fuss kicked up by the pure food law grows out of its effect on the liquor traffic. The liquor interests and the Secretary of Agriculture are wrangling over this point, the interests fighting every step to secure rulings that will enable them to run their business as nearly as possible as it has been run. Here are some facts that become alarmingly important to the drinking public when considered in connection with the pure food law.

Sixty million gallons of pure whisky are made every year in the United States.

Three hundred million gallons of neutral spirits are made every year in the United States.

One hundred and fifty million gallons of neutral spirits are used in this country annually in the dilution or adulteration of whisky.

An estimated 40,000,000 gallons of the pure whisky made each year is used with neutral spirits to make imitation whisky.

Which means that approximately 190,000,000 gallons of stuff is drunk in this country each year as whisky, of which only 40,000,000 really is whisky.

Now, Mr. Boozer, take a pencil and figure out this problem:

Since Uncle Sam says all liquors must be sold for just what they are and be plainly labeled, and since 190,000,000 gallons have been made from 40,000,000 of pure whisky, what chance have you to get a drink of real whisky hereafter without paying double the present price, and perhaps more?

PURE WHISKY GOES UP.

Pure whisky already has gone up 50 cents a gallon in bond as the result of the enactment of the pure food law. The prospects are that it will go up a great deal more, and 1907 promises to be a great year for the water wagon procession.

The nub of the argument over the liquor problem is this:

The position of the government so far has been that neutral spirits and whisky are not "like substances" within the spirit of the new law; and therefore where neutral spirits are used in connection with pure whisky the compound is not entitled to be called whisky. Of course the liquor men disagree, through able counsel, and the matter is being heard now in Washington. If this position is maintained by the government three-fourths of the "booze" that has been sold as whisky will be dispensed from a bottle labeled "imitation whisky." Whether it will produce an imitation "souse" or not remains to be seen. Neutral spirits are not whisky, and it is probable the government will insist that "pigs is pigs." The strong probabilities are that if neutral spirits are used the government will insist on the label "compound," "rectified" or "imitation."

But even if the manufacturers get the right to use the word "whisky" on some of their goods which are not pure whisky they will have to tell the public exactly what is in the product. How would a drink of your favorite "old burbon" taste out of a bottle bearing this label:

"Neutral spirits reduced to 70 per cent alcohol.

"Ethereal oils.

"Burnt sugar coloring.

"Prune juice flavoring."

If that does not increase the prohibition vote nothing ever will. And that is precisely what most of the "whisky" is and has been. Of course there are varieties of "booze" dispensed in the first and eighteenth wards beside which the decoction given above is as innocent as the milk in the baby's bottle, but then this cheapest trade would not stop to read a label.

SALOON OF THE FUTURE.

If you can imagine the grocery store of the future, allow yourself to be led—for purposes of investigation only—into one of the better class saloons, where is kept everything, from the lowly "suds" to the high-priced gigglewater. Of course, it is pretty hard to imagine the barkeeper handing over the mahogany a line of conversation like the following, but let that go. You ask for a gin fizz—Holland gin.

"Twenty-five cents a drink, you know," says the barkeeper, preparing you for the shock you will get when he hits the cash register. "Holland gin now must come from Holland. We used to sell Rhode Island gin, which was distilled from the same herbs and was about as good, under a Holland gin label. But no more—nix."

Some one in the crowd orders port wine.

"Sorry," answers the man behind the bar, "but we have no port wine. The demand has been so great that we have not been able to get any yet. You know the pure food law prohibits the use of the word port, in connection with wine unless the wine is imported from Spain, for the name port was construed as applying properly only to Oporto wines. I can give you some of this." And you read: "California Wine, Port Type."

"That's as near as the new law will let them go to calling it port," explained the barkeeper. A compromise is effected on a little "Port Type."

"Gimme a half liter of Pilsener," orders another one of the party.

"Heavens! not so loud," cries the barkeeper. "Don't you know I could be pinched if I sold you a glass of this West Side beer under the name of Pilsener? No more Pilsener, Bohemian or Muench-

ener beer unless it is the real stuff with credentials from Pilsen, Bohemia or Munich. But I can sell you a 'Pilsen Type.'"

"All right," meekly replies the bewildered customer, "Let me have a little of the type."

PACKERS ALREADY FIXED.

The packing trades will not be much affected by the new pure food law, for the packers got theirs in a special act some time ago. It is going to take some time for the public to learn the full import of this new law. Pending the settlement of disputed points and the work of getting the governmental machinery into smooth running order for the enforcement of the law, the changes will come slowly. Reports from the Department of Agriculture, however, indicate that the manufacturers of food stuffs, liquors and other articles falling within the provisions of the act have recognized the inevitable and prepared to readjust their business plans to fit the new order. The penalty for each violation of the new law is a fine of \$500 or imprisonment for one year, or both. The stringency of the law and the severe penalty attaching to "adulterating" or "misbranding" promise to be of moral effect enough to render actual prosecutions rarities after the different sections of the act have been construed for final operation.

The effect in some lines will be to increase the price of commodities considerably. In other lines it will make little difference beyond the work of preparing new labels. The act, being national legislation, applies only to articles which are shipped across state lines; but as most of the articles affected are shipped from one state to another, the law will have sweeping effect. The purpose of the act is two-fold—to protect the public from fraud against its pocket-book and to protect the health of the people. Incidentally it will serve the third purpose of raising the moral standard of trade in the United States. In practice, if not in theory, a merchant who does business honestly because the law makes him is better than one who is dishonest—better for the public, anyway.

In the course of time honesty may become a habit with us.

Labor Conditions in European Countries.

CARL BERGER, VIENNA, AUSTRIA.

I. AUSTRIA.

Probably in no other country on the globe was the organizing movement of the wage earners exposed to so many obstacles as in Austria. A few years past trade unionism in this country had still a very hard stand because the government prosecuted the labor organizations, and forbade associations for the purpose of accumulating strike funds. Therefore the labor unions grew slowly. A law is still in force prohibiting coalitions of workmen for the betterment of labor conditions by means of strikes. Notwithstanding that prohibition, strikes are numerous and unionism grows. In many cases the employers were compelled by strikes to pay higher wages and shorten the hours of labor. Strike funds even are accumulated in secrecy.

Fifteen years ago the organizations were only small and weak, but, today the situation of organized labor is a good one. The unions became strong in late years, especially since the "Federation of trade unions in Vienna," was created and organizing work made uniform.

Together with the growth of unionism the standard of living of the laboring class in Austria was somewhat improved. The organizations provide for the workmen in sickness, or when slackness of trade throws them out of work; they protect the workingmen against the greed of the employers. Thus the trade unions became valuable to the Austrian laboring class.

In spite of all reactionary enactments the number of organized workers grew steadily and at this time trade unions are, to a certain extent, able to influence the conditions of employment.

The following figures show the progress in membership of Austrian trade unions affiliated with the "Federation" for the years 1892, 1905 and 1906:

MEMBERSHIP OF UNIONS.

YEAR	MALES	FEMALES	TOTAL
1892	44,390	2,216	46,606
1905	294,697	28,402	323,099
1906	406,080	42,190	448,270

The organizations gained in the one year, 1906, 125,171 new members. Since the beginning of the trade union movement in 1892, the growth in membership amounted to 401,664.

The work of the unions is well illustrated by the following table showing the amounts of benefits paid by the organizations in the years 1905 and 1906:

BENEFITS	1905	1906
Traveling Benefits	\$23,631	\$25,926
Unemployed Benefits	146,783	183,880
Sick, Funeral, Superannuations, and Similar Benefits	147,785	175,255
Other Benevolent Benefits	28,258	62,486

TOTAL.....\$346,457 \$447,547

The income of the unions in 1906 was \$1,398,475 (1905, \$928,345), the expenditure amounted to \$1,121,982 (1905, \$765,950). The expenditures for strike amounted in 1906 to \$383,780 against \$233,969 in 1905.

It can be seen from the above figures that the progress in many respects is a good one, but the number of trade union members could be greater—a part of the workmen being still indifferent to the forward movement of organized labor.

Among all trade unions the metal workers have the largest number of members; in second place, the railway servants. Absolutely the strongest union is that of the printing trade, in which ninety-seven per cent of all workmen are organized. The following list shows the number of organized workmen in the more important trades at the end of December, 1906:

Metal workers, 53,023; railway servants, 46,934; textile workers, 44,221; masons and bricklayers, 39,562; wood workers, 28,596; miners (coal and metal), 27,989; papermakers and chemical workers, 20,027; compositors, pressmen and type foundry, 12,512; brewery workers, and coopers, 10,296; moulders, 10,293; glass workers, 6,723; transport workers,

7,311; tailors 6,478; bakers 6,404; shop assistants, 5,589; tobacco workers, 5,520; carpenters, 5,350; boot and shoe workers, 5,230; porcelain workers, 5,159; leather workers, 4,657; turners, 4,026; book-binders, 3,375; printers' assistants, 2,552; machinists, 2,860; hatters, 2,613; stone workers, 2,473; lithographers, 1,846, etc.

The fact is remarkable that the working time in well organized trades is shorter than in the others. The working time for women and children, as well as for adult males, is restricted by law to eleven hours a day; but, most trades won a shorter working day by means of strikes or collective agreements.

On this point, recently, some data has been published by the Austrian Department of Labor, based on enquiries of the factory inspectors. The data extends to 12,188 factories employing 930,930 workmen. In these factories 8.8 per cent of the workmen worked less than nine hours; 45.9 per cent nine to ten hours; 43.8 per cent ten to eleven hours and 1.5 per cent more than eleven hours.

The printing trades have the shortest working day, followed by the upholsterers, machinists, metal workers, lath-

ers, tailors, papermakers and chemical workers, stone workers, wood and textile workers.

The miners and railway servants have very long hours. The hours in railway service and tramways are regulated by a decree of the government. The daily service required of locomotive and train employes is eleven hours, but many railway employes work fourteen to sixteen and even eighteen hours. Sunday labor is prohibited in Austria, but exception is granted for some industries, such as bakeries and restaurants. Railway servants have no Sunday rest.

Work of children under fourteen years of age is not very extensive in this country; only in housework a proportionally small number of children are employed.

In regard to wages data is not obtainable. Generally the wages are exceptionally small in trades with weak organizations.

The Austrian workmen must, therefore, recognize the fact that the strength of the working people lies in their organization. If the masses are organized thoroughly, the working day will be shorter and wages sufficient.

The Passing of Canfield.

FROM "WASHINGTON EVENING STAR."

For years Richard Canfield has been America's "head line" gambler. His establishments in New York and Chicago have been patronized by all classes of men, eager for a chance to play the various games that were spread before them. In wide-open days these resorts were crowded during the greater part of the year. Millionaires and clerks met there on the common ground of financial adventure, mis-named sport. There is no telling what vast fortunes have been squandered in the art crowded rooms. Canfield had a knack of surrounding his victims with allurements. Beautiful pictures and statues, rich hangings, handsomely decorated walls, elegant furniture and above all a cusine calculated to

please the most fastidious taste were provided to render indulgence in the games resistlessly tempting. The Saratoga establishment was an art palace and with its garden setting it became one of the show places of the continent. It was a veritable western Monte Carlo.

But hard times came. In New York a district attorney took office who believed in enforcing the laws. He raided the Canfield premises and succeeded in closing it. Finding it difficult to secure testimony from the patrons of the place he went to the state legislature and obtained a new law which enabled him to compel his witnesses to answer questions calculated to expose the whole story of the business. Then Canfield went out of

the game in the big city. He held on to his Saratoga outfit for a time, however, hoping that it would stand as a monument to his enterprise and attract enough business to maintain him as the leader of the American "sports." But even that has gone by the board, and now "For Sale" signs are tacked on the front gate and the whole shop is on the market. Business would not come, and it was too expensive an enterprise to be maintained without patrons.

The passing of Canfield marks a distinct improvement in American morals. There is a decided awakening in this country to the fact that gambling is an evil, that it affects business as well as morals. Washington is just at present endeavoring to apply the existing laws to the end of driving out the hand books and the bucket shops, and thus far with

a gratifying degree of success. It is impossible to estimate accurately the saving in dollars and cents which this local crusade means to the community. That it may be the means of weaning hundreds of people from the dangerous habit of playing games of chance for the sake of winning other people's money is altogether likely.

Gambling has been tolerated in this country for a long time because of the lack of a sufficient initiative to enforce the statutes, which prohibit all forms of such indulgence. The example set in New York, even though the evil has not been wholly eliminated there, has encouraged the belief that the tide is turning and that eventually the professional gambler, with his lures for the greedy, the credulous, the weak and the vicious, will be driven from business as a bane and an evil influence.

How Willie Flagged the Train.

BY CLYDE SMITH.

Willie Logan lived in the little country town of Fredericksburg and about a quarter of a mile across their wheat-field ran the Pennsylvania Railroad.

Not a train went by but what Willie gazed at it with longing eyes and he fairly danced in delight when No. 23, which was the fastest passenger train on the road, whizzed by.

As Fredericksburg was a small town it so happened that no train stopped there except that about every six weeks the local freight stopped to get cars off the one lonely siding, and this train carried no passengers.

Willie's aunt, who lived twenty miles from Fredericksburg, had visited Willie's folks the year before, and his papa told him that in about three days he would hitch up and drive over to their aunt's.

"But, Pa," Willie said, "It seems like we could stop No. 23, and it'd take us over."

"Why, son, it won't stop; one can flag it all day but it will do no good."

Willie went out in the yard and wondered, "Well, it seems like they'd stop; they wouldn't lose hardly a minute." Willie leaned on the fence and gazed at the cloud of smoke over in the distance.

"There it comes, now," he said. And there came to his ears the far-off whistle of No. 23. In five minutes time the train thundered by, and Willie stood and gazed after it and muttered, "I'll bet I'll find a way to stop you."

All of the next two days Willie was busy out in their corn field, and he ransacked every rag-bag in the house, and managed not to let any one know it. When his mother asked him what he had been doing, he answered, "Oh, just playing."

At last, one morning Willie's father said that they would start that day for Auntie's. All forenoon Willie was out in the corn field. He had taken his cast-off pants and coat and sewed them together and stuffed them so that it looked from a distance like a little boy.

No. 23 was due to go past Fredericksburg at 2:15. This, Willie knew and he told no one of his plans. After dinner Willie's father and mother and two sisters got ready for the journey to their aunt's in the the buggy.

"Tom," said Mr. Logan to the hired man, "you go and hitch up the bay team; we are all togged up ready to start."

It was about five minutes after two o'clock when Willie emerged from the corn field and went up the road to the railroad track. After peeping around to see if any one was looking, he set the little rag-boy in the middle of the track and then went over to the side of the fence and hid in the weeds.

At last he heard the faint rumble of No. 23. The rumbling grew louder and louder and Willie crouched down deeper in the weeds. When he heard the train swing around the curve he knew that the crisis had arrived, for from there the engineer would see the form of the little boy sitting in the middle of the track.

"Toot! Toot! Toot! Toot!" went the whistle and the brakes ground on the wheels and the fastest train on the road came to a dead stop in the little village of Fredericksburg.

Willie jumped from the weeds in time

to see the engineer and fireman and a crowd of passengers standing around, laughing with more enthusiasm than he had heard Tom laugh.

"Hi, Mister Engineer," said Willie "I knew you'd stop."

"Was that your work; you little scamp?" said the jovial engineer.

"Yes. I wanted you to stop so we could ride over to Milton; that's where my aunt lives. We live right over there. Ma and Pa and my sisters are all ready; will you wait?"

"Ho! Ho! Ho! Three cheers for the little chap that stopped the Skiddo train," and all of the passengers cheered.

"Shall we wait for 'em. Conductor?"

"Yes, I guess we can make up for the lost time."

Willie hurried over to the house and burst in on his folks and surprised them all with the news.

They were soon safe on the train, and Tom, the hired man, carried the rag-boy back to the house. The train made up for the lost time and Willie said that he was awful glad that he done what he did.

This story is oft repeated and the trainmen laugh their loudest when they hear how Willie stopped the train.

What is it? What it is?

MOX.

What is this thing of which we hear
So very much commotion?
It's epidemic through all our land.
Also upon the ocean.

It hinders business everywhere
And brings on prosecution;
It often causes dire distress,
And even dissolution.

All through the land a voice is heard
Which sends a pointed shaft;
Oh, that is nothing more or less
Than what we all call "graft."

We have "grafters" by the dozen,
We have them by the score;
They "graft" in seniority
And other things galore.

They "graft" upon the living,
They "graft" upon the dead,
And in their "grafting" business
Like vultures they are fed.

They rob man of his birth-right,
They jump upon his claim,
They "graft" all day by daylight,
At night they do the same.

But some day good old Gabriel
Will hurl the fatal shaft,
And in his short message say,
"Tis time to stop this "graft."

Then on the day of judgment,
When there shall be no laughter,
St. Peter to them all will say,
GO DOWN, you miserable "grafter."

Railroading by Wire.

Showing Some Terse Telegraphic Exchanges with a Conversational Wind Up.

BY ONE BROWN.

THE INDIAN ARROW ROUTE.

TELEGRAM.

Dated.....1907.

TO CONDUCTOR PICKEMUP:

Move five cars pig-iron from Stabo.

[Signed] C. T. D.

Time 4:00 a. m.

TO C. T. D.:

Switch engines switched all day with our caboose; did not get any rest. Would like to run the pig-iron at Stabo.

[Signed] PICKEMUP.

Time 4:01 a. m.

PICKEMUP:

Please get the iron. C. T. D.

Time 4:01½ a. m.

C. T. D.:

Engineer says he is out of sand. Cannot handle train out of Stabo if we stop there.

PICKEMUP.

Time 4:05 a. m.

DRAGEMALL:

Please get a supply of sand at Bodessa.

Time 4:05½ a. m. C. T. D.

C. T. D.:

No engine sand at Bodessa. •

Time 4:45 a. m. DRAGEMALL.

PICKEMUP:

Wait at Bodessa until sun dries the frost on rail, then pick up the pig-iron at Stabo.

C. T. D.

Time 4:45½ a. m.

Os. Os. Bo. Extra 23 east. Arr. 4:00, Dep. 7:45 a. m.

Os. Os. So. Extra 23 east, By 8:00 a. m.

C. T. D.:

Did not get any pig-iron at Stabo.

Time 8:01 a. m. PICKEMUP.

U. BOSSEM,

Trainmaster:

Send Condr. Pickemup to Sommersault with instructions to report to me.

A. TRIMMER, Superintendent.

The following day Pickemup sought the office of the superintendent and a clue to what it was all about.

'Pickemup,' began the old man, when the conductor had seated himself comfortably in an arm chair in the private office, "you were on extra 23, yesterday."

"Yes, sir," responded the author of the wheel report.

"The chief dispatcher instructed you to pick up five cars of pig-iron at Stabo," the superintendent went on, as he carefully scanned the bunch of telegrams before him.

"He sure did," exclaimed Pickemup, wonderingly.

"You sought to bamboozle the dispatcher by claiming insufficient rest."

The official eyed the conductor critically, but Pickemup said nothing. "Then you made the statement that your engine was out of sand—"

"So it was!" interrupted Pickemup.

"And after waiting for a dry rail you didn't even slow up at Stabo."

"True for you," murmured the culprit.

"See here, Pickemup," said the superintendent, earnestly, "I want to impress upon your mind that we must all pull together and exert every possible effort to handle the business promptly. The instructions of those charged with the supervision of affairs on this division must be carried out. Do you understand that?"

"Yes, sir," replied the young man solemnly.

"Then, before deciding what the character of the discipline to be imposed shall be, I should like to be advised what possible excuse you have to offer for your failure to pick up five cars of pig-iron at Stabo, as ordered."

"Because," answered the conductor dryly, "there wasn't no pig-iron there, nohow, be gosh! Nothin' but a string of empty flats."

"Suffer Little Children."

"The Master has come over Jordan,"
Said Hannah, the Mother, one day;
"He is healing the people who throng Him
With a touch of His finger, they say.
And now I shall carry the children,
Little Rachel and Samuel and John;
I shall carry the baby Esther
For the Lord to look upon.

"If He lay His hands on the children,
My heart will be lighter, I know;
For a blessing forever and ever
Will follow them as they go."

So over the mountains of Judah
Along with the vines all so green,
With Esther asleep on her bosom,
And Rachel her brothers between;
With the people who hung on His teaching,
Or waited His touch or His word,
Through the row of proud Pharisees hastening
She pressed to the feet of her Lord.

Said Jesus, "Forbid not the children;
Permit them to come unto me;"
And He took in His arms little Esther
And Rachel He set on His knee.

—*Capt. Geo. W. Barber, Sr.*

EDITORIAL



THE RAILWAY CONDUCTOR, PUBLISHED MONTHLY AND ENTERED AS SECOND CLASS MATTER AT THE POST OFFICE IN CEDAR RAPIDS, IOWA.—Subscription, \$1.00 per year.

C. D. KELLOGG, Editor.

A. B. GARRETSON AND W. J. MAXWELL, Managers, Cedar Rapids, Iowa.

W. N. GATES, Advertising Agent, Garfield Building, Cleveland, Ohio.

Christmas Time.

A Christmas editorial might, with propriety, be a sermon, a lecture or a retrospect; or possibly it might be all three in one. Certainly it would seem difficult to say anything new on the subject—if that is necessary. Truth is old yet always welcome. The story of Christmas is old yet it never seems to lose its charm. It is always new—new with a simplicity of life, a far-reaching solicitude for human infirmity, a mighty contrast with the times in which we live, a forceful rebuke to much, very much, of that which blackens the social and economic morality of the day. Is it necessary to tell of this? Is it necessary to herald to the world our shortcomings even in the same breath with the story of our wonderful prosperity and civilization? Yes, it is well. It is well to look into that prosperity and see on what it makes its claim, well to scrutinize this progress, well to see on what foundation our civilization rests. In a word, is the present life, the secret life, the life that counts in the up-building of character, either in an individual or a nation, in any sort of harmony with the precepts and example laid down by the "Man of Nazareth," whose birth is celebrated every twenty-fifth of December? Bold indeed is he who would

answer the question in the affirmative; or else little indeed does he know of the social and economic conditions now prevailing. If the social order rests not upon good intent, humanity, simplicity of life, regard for our fellows, briefly the teachings of the Golden Rule, then it rests upon an unstable foundation, upon a foundation which cannot last, because in it are the very elements of disruption. If selfishness dominates our social fabric, if egoism and individualism are the goals toward which we tend, then for a surety the teachings made world-wide, and emphasized annually by these Christmas festivities, do not penetrate far below the surface of society—they are not surface indications of what is beneath. Can we truthfully say that these dangers do not beset us? Can we look with compassion on events continually transpiring, and on conditions big with import for the future of the nation, without having the conviction forced home to us that unless a change is made destruction surely will follow? The great Roman republic conquered every foe save its own vices, and it certainly staggers the imagination to try to think that any nation ever had more vices than this one. The vices of this republic are, no doubt, quite dif

ferent from those of the Roman republic, but it is impossible to think that ours are less insidious, less truth-destroying, less vital, less far-reaching in the elements of race-suicide, moral obliquity and depravity, than any peoples or nation that ever existed. Inordinate greed is not satiated by inordinate wealth, and it is quite probable that the scramble for money, by fair means or foul, is easily the besetting sin of the time. That "money is the root of all evil" seems to be abundantly shown forth in the tendency of the present time. Colossal fortunes have been accumulated by individuals during the last few decades, the magnitude of which staggers the imagination and makes previous figures in that respect look small indeed. And in the accumulation of many of these great fortunes, every particle of moral rectitude and every code of business integrity has been violated, and also the laws of the land have, in many instances, been ruthlessly trampled under foot. Railroad rebates, discriminations and special privileges came to be regarded as legitimate functions of business until the awakening conscience and fear of the people discerned the stupendous evil and impending doom, and enacted legislation to suppress them.

Curiously enough, upon the railroads was heaped all the odium and fault of these insidious evils, forgetful of the fact that there are, necessarily, *two* parties to all such transactions; nay, more, that the large shippers could positively dictate freight rates to the railroads, and did it. Particularly in the field of municipal politics it has seemed as if bribery usurped the deliberative function and city laws were enacted at so much per. And here, again, curiously enough, the man who was bribed was the one held up to public scorn when found out, forgetful of the fact that in all such transactions there must be a briber, and in the majority of cases it is probable that the briber is much the larger sinner, because he is to be the larger gainer, and was the tempter.

Are these gloomy thoughts and meditations for a time like this when the world of Christianity is supposed to have

a season of jollity and good cheer? Surely they are gloomy, gloomy because they are made necessary by existing conditions. It certainly does no good to deceive ourselves, for these are conditions that have got to be met and we have faith that the American people will rise triumphant to the occasion. Indeed, the beginning in many directions has already been made and we believe that if the policy of our energetic President is continued a very decided change will come over the social, economic and political evils which confront us.

The Christmas time this year finds the nation at profound peace with every nation of the earth; and we are constrained to believe that some progress has been made toward making wars less liable to occur. And it would certainly seem as if the good sense of the people, the common people, would come to the front and demand that measures be enacted by the nations that will do away with the awful loss of life and suffering and the fearful destruction of property. One can hardly imagine what the stupendous money value of war equipment would do if it were all turned into the paths of peace—if all the war vessels were turned into messengers of commerce traversing the high seas freighted with commodities from one country to be exchanged for those of another. No good reason seems to exist why international courts could not be established, before which the differences coming between nations could be brought, argued and submitted on their merits, just as differences between individuals are settled by the courts in the different countries.

Fight seems to be an inborn attribute of humanity, and the history of the human race is a history of wars of conquest, subjugation and extermination, and it is little wonder then that the Jews were sorely disappointed in and misunderstood the mission of Christ. Their bondage to Rome had been distasteful and humiliating in the highest degree, and they had no other idea than that the long looked for Messiah would be a great military genius who would humble the proud Romans and all the other na-

tions and then set up a temporal kingdom to rule the whole earth. How little they understood the Man! How imperfectly they had read history and prophecy! How little they understood the idea of a subjugation of peace! How little were they worthy of the solicitude expressed in His saying: "O Jerusalem, how often would I have gathered thy children together, even as a hen gathereth her chickens under her wings, * *

* *" Probably not in any language is there a simile more simple and expressive than that. Peace was the burden of His life, the mission for which He came; peace with repentance the key note of His ministry, and that peace exhortation has sounded down the ages with ever increasing strength and meaning till one might indulge the hope that it will finally end in the "Brotherhood of Man."

Labor unions have called Christ their first and most consistent member, because he contended that "the laborer is worthy his hire." He seemed to disregard the idea that work is in the world as a punishment for sin—as a curse; and He dignified it beyond those ideas when He said, "My Father worketh hitherto and I work." He gave to labor its proper place in the great economy of Nature. He taught that only by labor can man attain to that bodily and mental condition which is the reasonable fulfillment of earthly life. And it is our belief that the labor unions are contributing very largely to the idea and understanding of the *humanity* of Christ, that His thought and teaching were of the here quite as much as of the hereafter. To work out this destiny it is certainly necessary that the workers should have a chance to improve their social and intellectual conditions by having a modicum of leisure and bodily rest. If these are not vouchsafed to them there is certainly little chance for bodily, mental or spiritual growth.

It appears to us that the tendency in the past, and likely much of it now, was and is to crystalize the vital elements of love and tenderness—humanity—all out of Christ's religion and make it an adamant mass, wherein was no virtue,

save in austerity. The mission of the labor union is to dissolve this crystalized misconception of Christ's mission and leaven it with the overwhelming human solicitude so apparent in all His teachings and acts. "Peace on earth, and among men good will," was the essence of the heralding of His appearance on earth and all His future life was in consonance with that forerunner. So that when the labor unions make merry and celebrate the birth which gave Christianity its name and impetus, they do so with the thought and feeling that He was one of them in very truth, and yearned to alleviate their condition. Add to the herald of "good will among men" the concentrated essence of all humanitarian ethics, "do to others as you would that they should do to you," and we have the sum and substance, the beginning and the end of the hope of Christianity. This applies to the high, the low, the rich, the poor, and he who follows this divine conception of duty, be he king, millionaire or the most menial worker, is in very truth leading a Christian life.

And this is really what the Christmas festivities are for—to remember the Christ, who was so far ahead of the time in which He lived—whose vision and ultimate hope of the human race is perhaps centuries ahead of the time in which we live, but which fits into every phase of the ever-changing panorama of human actions and feelings with a nicety and precision suggestive of contemporaneous life.

The more we study the life and doings of Christ, the more we are convinced of the beauty and value of the simple life—the life whose major existence is spent in hope, work and help for others. In such lives we see laid the substantial foundations on which are being built the superstructure of continued business and social integrity, a confidence in fellow man without which the commercial structure of our country would be scattered like card houses in a hurricane.

In closing the fully written book of 1907 we bid you do so with a large measure of retrospection—not particularly

of regret or sorrow, but retrospection in which is deeply mingled a determination to so write the pages of 1908 that when its time for closing shall have arrived, our backward glances over its pages will show fewer blots, more and better service, in every way showing

that we have contributed to, and brought a little nearer, "On earth peace, and among men good will."

To one and all we wish a joyous Christmas and a bountiful, prosperous New Year—a year full of the very best kind of happiness and progress.

The National Civic Federation Trust Conference.

The trust conference recently held in Chicago, brought together many men prominent in almost every calling of life. The uses and abuses of great corporations were discussed from many points of view; and the Sherman Anti-Trust Act of 1890 got some severe jolts. Ex-Senator Spooner has recently declared that he voted for the law but if he had it to do over again he would vote against it. Its fault lies in the fact that it does not discriminate between good and bad corporations.

The debate in the conference has provoked much newspaper and magazine comment, and the consensus of opinion seems to be that some regulative measures must be adopted or government ownership will be demanded. No good reason seems to exist why corporations should not be regulated by some state or governmental authority even as banks are supervised by the government. Corporations are now chartered without a question being asked or a thing known as to their intentions or their responsibilities. A corporation could get a charter in New Jersey, no doubt, to sell Arch-angels for twenty-five cents apiece and little devils for a dollar each, and no one would ever know whether they delivered the goods or not—just as corporations are chartered in which two-thirds or more of their "stock" is water or hot air and all the rest of it on paper. If a man or two or more men want to form a corporation to do some legitimate business it is impossible to understand why they should object to telling the investing public the truth about their proposition, and then people can use their

judgment about investing and know they are not helping a three card monte game. The proposition of Judge Grosscup of Chicago looks good to us. He would appoint a national non-partisan commission, representing capital, labor, and the consumer, to investigate and report such reforms as the existing industrial situation seems to call for. The Judge said partly as follows:

"The corporation is a creature of the executive department of the several states, and issues out of such department almost as a matter of course. Neither the object for which the corporation is formed nor the amount of its capitalization, nor the character of the securities issued commands any preliminary attention other than such as is merely perfunctory. Put your nickel in the slot and take out a charter is the invitation that the states extend, and in line before the slot machine, entitled, too, to an equal place in the line, are the corporate projects conceived to defraud as well as those that have an honest purpose. Neither is detained by so much as an inquiry.

"For indifference such as that I would substitute at the very threshold of the corporation's application for existence an honest, careful inquiry by some tribunal of government—a tribunal that will act only after it has heard—a hearing in which the public is represented by a district attorney, on whom is thus devolved the duty, not merely of pursuing the horse after it is stolen, but of seeing to it that the door is locked before the horse is stolen. And what honest project, I ask, can object to such an inquiry?

"The corporation as at present organized by the states, has license to issue all the securities it chooses, and all the kinds of securities it chooses—securities whose place in the corporate geologic stratification no ordinary mind can locate; and out of this have come the many instances of capitalizations that serve no purpose other than to exploit with one hand the consuming public, while baiting with the other that portion of the public that with hard-earned savings is looking for some opportunity to help itself along in the race of life. No honest project needs license like that. Let the initial securities issued be related in a fair business way to the actual values put in.

"Take the well-known case of some of the Chicago traction companies," continued Judge Grosscup. "Without dividends, the securities issued would have remained near zero, and that, too, irrespective of how small the issue was; but the high dividends paid year after year until they were no longer questioned, the securities rose in the stock markets to par, to double par, and beyond that, irrespective of how large the issue was.

"It was not the capitalization, but the high dividends regularly paid for a long period, that did the trick; not real dividends in any honest application of that word to earnings, but trick dividends—dividends that stripped the enterprise of its power to keep up with its public duty; that let the enterprise gradually but surely run down; and that borrowed millions for dividends on the top of the depletion.

"Indeed, the whole transaction was a moral crime—a crime that robbed honest men and women of the accumulations of a lifetime—a crime that is not fully expiated either by arraigning before the bar of public opinion the men who got away with the plunder. I arraign, as accessory before the fact, the people of the great state who, scrupulously honest in their individual dealings, issued to the projectors of this crime the ready made corporate weapon without which the crime could not have been committed."

He said he agreed with the President

that the national incorporation of national enterprises should be one of the first official steps toward the new industrial era.

"Should we do nothing about this problem for fear that conditions might be disturbed? It is out of this doing-nothing policy that the problem has risen. But for that license the corporation scandals that confront us would not have been. Had the corporations been known trustworthy institutions, the wealth of the country, instead of being poured into Wall street, would have been expended elsewhere in the development of the country's industries—each community depending much more largely upon itself for the means of working out its own development.

"And had our development proceeded on such lines the bank failures that have been startling us for the last few days would not have occurred, for in nearly every instance such failure has been due to some overleaping personal ambition having too easy access to great money deposits. No. No. The work to be done is not to tear down, nor yet again to let alone—the work to be done is to reform, if need be to rebuild, this intermediary between the country's wealth and the country's industries—to readjust it to the American instinct for fair play and for every man having a fair part in the affairs of life."

The conference adopted a set of resolutions, prepared by a committee representing all classes in attendance and they reflect the sentiment of the conference very well. They are as follows:

"After twenty years of federal legislation as interpreted by the courts, directed against the evils of trusts and combinations and against railroad rebates, beginning with the Interstate Commerce Act of 1887, and the Anti-Trust Act of 1890, a general and just conviction exists that the experience gained in enforcing these federal acts and others succeeding them demonstrates the necessity of legislation which shall render more secure the benefits already gained and better meet the changed conditions which have arisen during a long period of active progress, both in the enforcement

of statute law and in the removal of grave abuses in the management of railroads and corporations. These changes now demanded are:

"1. Immediate legislation is required following the recommendation of President Roosevelt and the Interstate Commerce Commission permitting agreements between railroad corporations on reasonable freight and passenger rates, subject in all respects to the approval, supervision and action of the Interstate Commerce Commission.

"2. The enforcement of the Sherman act and the proceedings under it during the administrations of Presidents Harrison, Cleveland, McKinley and Roosevelt have accomplished great national results in awakening the moral sense of the American people and in asserting the supremacy and majesty of the law, thus effectually refuting the impression that great wealth and large corporations were too powerful for the impartial execution of law.

"This great advance has rendered more secure all property rights, resting, as they must, under a popular government on universal respect for and obedience to law. But now that this work is accomplished, it has revealed the necessity for legislation which shall maintain all that the Sherman act was intended to secure and safeguard interests it was never expected to affect.

"As the next step in executing the determination of the American people to secure in all industrial and commercial relations justice and equality of opportunity for all, with full sympathy and loyal support for every effort to enforce the laws in the past, we urge upon Congress without delay to pass legislation providing for a nonpartisan commission, in which the interests of capital, of labor and of the general public shall be represented. This commission, like a similar commission which proved most successful in Germany in 1870, shall consider the entire subject of business and industrial combinations and report such proposals as to the formation, capitalization, management and regulation of corporations (so far as the same may be subject to federal

jurisdiction), as shall preserve individual initiative, competition and the free exercise of a free contract in all business and industrial relations.

"Any proposed legislation should also include modification of the prohibition now existing upon combinations on the following subjects:

"1. National and local organizations of labor and their trade agreements with employers relating to wages, hours of labor and conditions of employment.

"2. Associations made up of farmers intended to secure a stable and equitable market for the products of the soil, free from fluctuations due to speculation.

"3. Business and industrial agreements or combinations whose objects are in the public interest as distinguished from objects determined to be contrary to the public interest.

"4. Such commission should make a thorough inquiry into the advisability of inaugurating a system of federal license or incorporation as a condition for the entrance of certain classes of corporations upon interstate commerce and also into the relation to the public interest of the purchase by one corporation of the franchises or corporate stock of another.

"On no one of these subjects must what has been gained be sacrificed until something better appears for enactment. On each this conference recognizes differences between good men. On all it asks a national, nonpartisan commission to be appointed next winter to consider the question and report at the second session of the approaching Congress for such action as the national legislature, in the light of this full investigation, may enact.

"3. The examination, inspection and supervision of great producing and manufacturing corporations, already begun by the Department of Commerce and Labor and accepted by these corporations, should be enlarged by legislation requiring, through the appropriate bureaus of the Department of Commerce and Labor, complete publicity in the capitalization, accounts, operation, transportation charges paid, and selling prices

of all such producing and manufacturing corporations whose operations are large enough to have a monopolistic influence. This should be determined and decided by some rule and classification to be devised by the commission already proposed.

"4. The conflicts between state and federal authority raised in many states over railroad rates, being now under adjudication and under way to a final

and ultimate decision of the federal Supreme Court, this conference deems the expression of an opinion on these issues unfitting, and confidently leaves the great issue to a tribunal which for 118 years has successfully preserved the balance between an indissoluble Union and the indestructible states, defining the supreme and national powers of the one, and protecting the sovereign and individual powers of the other."

In and Out of the Order.

It seems almost incredible that there are men employed in train service in this land of the free and home of the brave, who do not belong to the organization of their calling, yet sorry are we to say that such is the case. Such men try in many ways to excuse themselves, but whether they satisfy even their own conscience in the matter, is extremely doubtful. It is easy to imagine that when they go to sign the pay roll the "still, small voice," says to them, "you're taking what the labor and sacrifice of others got for you." It does seem as if the history of the Order would be enough argument for any reasonable man who wants to do at least half way right by his fellow men. A man may or may not believe that all the doings of organized labor are right, but if he will look around him in the most casual way, he cannot help but see evidence of organization doing things that by no possibility could be done in any other way. That is to say, organized effort is essentially an evolution, a building up, an outgrowth of what has gone before. Impediments have been placed in its way; the self-contradictory contention held sway for a long time that capital could organize and the same right be refused to labor. That contention has practically been abandoned. If those who shared in that belief were conscientious, then it is easy to see why witches were burned at the stake. For those men in train service who enjoy the benefits of organization, and know they do, we have a

good deal the same kind of feeling that we have for the man who takes something that don't belong to him and there is no way to make him give it back—they reap where they have not sown. The Railroad Trainmen's Journal hits these "Brothers" off in vigorous style as follows:

If there is one thing that always makes us want to swing a stuffed club across the maw of a man it is when that same opens his face to ask us: "What has the Brotherhood done for me? Tell me, and after you do certain other things to my liking I will join, etc." Don't it gripe you?

Twenty years ago, in the days of our first settlements, such a question was enough to make an energetic Brotherhood man hump his back like a mad cat and say sharp things to the mental, and otherwise, degenerate who sought to drag off every dollar the Brotherhood had secured for him, and accepting it like a back door bum, beg the question of what the Brotherhood had done while fingering the money its committees had secured for him and refused to become a part of the organization that worked and paid for what he received in wages and better conditions. And now with so much more done for him his question is doubly aggravating because we know he knows the answer.

There is excuse for a few men when they do not get into the Brotherhood, but not for many of them. There is not one man in a million who stays out

of it because he does not believe in it. He does believe in it and he proves it every day he works under conditions it creates and maintains for him.

It is the man who does not belong who finds the greater part of the fault with what the organization has not done; it is he who is the first to ask what the committee has done and where he will come in on it; it is the self-same hobo who reviles the failures and accepts without thanks the good things that come to him and who when asked to become a part of the organization gets out of it by asking the silly question: "What has the Brotherhood done for me?"

If the Brotherhood could do just one thing every skulker would run his legs off after an application and fight for

membership. It is this: Let the wage increases that have been secured through the influence of this Brotherhood of Railroad Trainmen be paid to road and yard men only who are members of the Brotherhood. That would show up a lot of cheap critics who would receive about a dollar and a half for sixteen hours' work, or more, with all their privileges and rights gone from them. Imagine, then, one of the independent, "never did nothin'" fraternity stand off to ask what the Brotherhood had done. Tut, and then some. You could not keep him out of the Brotherhood with a rapid fire gun.

All non-air men are not this kind, however, for some of them are waiting to be asked to come with us. Ask them yourself, we need them.

Retirement From Business.

Go where you will in the world and the subject of our talk is constantly being suggested. That is to say, everywhere will be seen men bearing the burdens of a business just as they have done for forty or more years, and judging by their actions, they think the business would go to rack and ruin if they should drop out of it. All this, too, in face of the fact that the man thus working is possessed of worldly goods past the needs of satisfying creature desires—has more money than he knows well what to do with. Of course, in such men there has grown up the feeling that their work is their life, their happiness, their only possible source of pleasantly spending their time, or in fact of keeping time from being a burden to them. Much pessimistic writing and talk has been indulged in about the uselessness of the people who have passed the "turning forty" date, and it is quite refreshing to find that those who talk that way do not think the rule applies to themselves. It is to be hoped that the optimism of such men as Mr. Carnegie will prevail and the joys and possibilities of people sixty or seventy or more will be recognized seriously

to the end that the horrors of old age may be quite largely mitigated, and its usefulness and service recognized. Given the heritage of well spent years, before the year of seventy has arrived, and it is difficult to see why the man of seventy is not more efficient and useful than the man of forty, since he is equipped with larger experience and greater humanity. This seems to be a logical deduction, that if the things that are worth while have left a proper impress as the years were passing, then surely it would be as Goethe once said, "That the old man is kindly and tolerant because he knows that no sin is committed which he himself might not have committed, or was on the point of committing at one time or another." Mr. Carnegie, and men like him, tell us that men grow better as they grow older and come to realize that the only way to be happy is to make others happy. Seldom is it found even in the most hardened criminals, that long terms of incarceration does not bring to them regret, repentance, and a desire to warn the young of the dangers of sinning against one's self and others.

These views of old age and its blessings are in themselves proof of progress, moral as well as physical. They suggest many things to the man of thought and action. The truth should be borne in on them that the advance of temperance and hygiene and sanitation, the hopeful fight on contagious diseases by modernized science of medicine, improved popular education and many other influences combine to increase life and vigor and to extend the limits of the individual's working period. Further than this it is altogether probable that a more thorough understanding of the various functions of the body will not only very materially lengthen its earthly sojourn, but lend an added vigor to it while here. But capacity for work in old age should not mean absorption in money making. The man of sixty or seventy, provided he has acquired a competence, should retire from active business and enjoy himself, making others happy to the extent of his ability but not forgetting his own right to the pleasures of travel, recreation, music, literature, art and social service.

It seems to us that men who have and should retire from active business, money making, could find a wonderfully

interesting, active and useful field for their services in the broader conceptions of civic duty which should prevail. Surely the needs and possibilities in this direction are wonderfully and sublimely attractive, wonderfully and sublimely pressing, and men ripe in experience and sympathy should be just the ones to take up such service and guide it for the general good. This country is in need of a leisure class in this sense, a class of men who, though old in years and wisdom, are young in spirit and anxious to serve their city, their state, their fellow men in various ways—a service that money rarely buys.

There is a fine article on this subject which a prominent New York merchant, Mr. Marks, a member of the National Civic Federation, contributes to a current magazine. Mr. Marks contends that it is sinful and foolish to cling to business and remain in harness after the need of it is past. Work is not an end, but a means, and why should those who have secured a competence deny themselves the worthier things of life? Even comparatively young men should not be afraid to retire from business in order to devote themselves to public work, to service of humanity, the promotion of culture, beauty and justice.

Safety Appliance Law Again Upheld.

Judge Thomas C. Munger, in the United States District court for the District of Nebraska, has rendered quite a notable decision upholding the Safety Appliance Act in perhaps more stringent way than any other upholding decision. Right out, flat-footed, the Judge says that a defective safety appliance is defective and no sophistry of language can make it otherwise—it has to go to the shop for that.

The vexed question of the "height of draw bars," was handled by the Judge in a manner very much to our liking. Long ago car manufacturing companies should have paid reasonable attention to this important point by establishing

a uniform height of draw bars above the rails—it would have saved many lives and much property.

The full decision is as follows:

UNITED STATES vs CHICAGO, BURLINGTON AND QUINCY RAILWAY COMPANY.

(In the District Court of the United States for the District of Nebraska.)

SYLLABUS BY THE COURT.

1. Knowledge is not an element of an offense under the Safety Appliance Act. The failure to include knowledge as an element of the offense must have been present in the mind of the enacting body and its omission was intentional

in order that this statute might induce such a high degree of care and diligence on the part of the railway company as to necessitate a change in the manner of inspecting appliances, and to protect the lives and safety of employes from accident due to a defective appliance such as is designated in this act.

STATEMENT OF FACTS.

The Interstate Commerce Commission lodged with the United States attorney information showing violations of the safety appliance law by the Chicago, Burlington and Quincy Railway Company. There were two petitions, one alleging the hauling of a car with a defective coupler, and one alleging the hauling of two cars with defective couplers and one car with missing hand holds. The petitions were consolidated. Defendant made general denial as to all the counts and at the trial offered evidence to show due diligence in inspection and repair of the cars alleged to be defective.

CHARLES A. GOSS,
United States Attorney, and
LUTHER M. WALTER,
Special Assistant United States
Attorney,

For the United States.

GREEN & BRECKENRIDGE,
For Defendant.

(OCTOBER 5, 1907.)

THOMAS C. MUNGER, District Judge,
(charging jury):

In the case now on trial, both parties have presented motions asking that the jury be peremptorily instructed, and I have considered the requests and have concluded peremptorily to instruct the jury on each count in the petition.

The facts showing a violation of the act of Congress relating to safety appliances are sufficient to support the petition in each count, provided it is not necessary that the carrier shall knowingly offend against the statute. If the statute declares an offense whether the act denounced by the statute is knowingly committed or not, then the case is sufficient upon the undisputed evi-

dence to require a verdict in favor of the Government.

There is considerable contrariety of opinion between the different courts as to the proper construction of this act in decisions arising under it. I have reached the conclusion that knowledge is not an element of the offense under the statute. The chief purpose of the act of Congress, as pronounced by the various courts that have passed upon it, was the protection of the lives and the safety of the train men who have occasion to pass between the cars or to work in and about them, and the act should be construed so as to give this intent full force if such a construction can be given to the act without doing violence to the language. Any other construction than this requires not only that the carrier should fail to have the cars properly equipped, but also that the defect should have existed for such a length of time as would reasonably allow the presumption of inspection and notice on the part of the carrier. That interval would then depend upon the verdict of the jury in each instance—in some cases it might exist only for an hour; in other cases it might exist for days, or for a sufficient number of hours to move from one inspecting station on the railway to another inspecting station. No relief is provided during that period of time, and we would have to place this construction upon the act: That Congress did not intend to protect the lives and provide for the safety of a train crew during such period as the jury would find would be sufficient for the company in the ordinary method of doing business to discover and remedy this defect. This seems to me an unreasonable construction. If the offense that is specifically charged here depends upon its being knowingly committed, it would seem that under each section of this act, in order to render a railway guilty of noncompliance, such an offense should be knowingly committed and that leads to what seems to me an absurdity. For instance, the fifth section of the act requires that the standard height of the drawbar above the top of the rails is to be fixed at a

certain distance, from which distance a maximum variation is allowed. Now, then, if the act is not violated, when there is a variation within that maximum distance, then it would appear that if there is an additional variation of another inch, or two or three inches, not knowingly allowed, and there has been ordinary care and diligence used, no offense is committed under this act. By the same process of reasoning under section two of the amended act, it would not be a violation of the law to have less than the designated percentage of cars operated by power brakes, but such less percentage must be known to the company.

I find upon an examination of the opinions cited in the argument that there have been decisions by a number of courts, all holding, in effect, that knowledge and diligence are not ingredients of the offense. (United States vs. Southern R Co., 135 Fed., 122; United States vs. C., M. & St. P. Ry. Co., 149 Fed., 107; United States vs. G. N. Ry. Co., 150 Fed., 229; United States vs. S. P. Ry., 154 Fed., 897; United States vs. Atlantic &c. Ry., decision by Judge Purnell, May 11, 1907.)

While the decision in the case of the United States vs. A., T. & S. F. R. R., 150 Fed., 442, to the contrary, is recent, and a very able decision to the contrary, yet it seems to me that Congress having the power to make certain acts an offense regardless of knowledge, and having failed to make knowledge an element by express words in this act, it must have been within the contemplation of Congress that accidents were liable to occur between stations and for some time before repairs could be made, and that therefore the failure to include knowledge as an element of the offense must have been present in the mind of the enacting body. Its omission was intentional in order that this statute might induce such a high degree of care and diligence on the part of the railway company as to necessitate a change in the manner of inspecting appliances, and to protect the lives and the safety of its employees provided the accident occurs from a defective appliance such as is designated in this act.

And for these reasons the jury will be peremptorily instructed to return a verdict for the government on each count of the petition.

The National Union of Railway Trackmen Make Complaint to Postmaster General.

As directly bearing on the condition of the tracks of the Missouri Pacific Railway between Hoisington, Kansas, and Kansas City, Missouri, the National Union of Railway Trackmen have made formal complaint to the Postmaster General of the United States showing that said condition of tracks is a constant menace to the lives of the mail clerks (and, of course, to all passengers) working in mail cars on this line of road.

As a sample of the running of trains on this portion of the road the complainant produces the official records of the Superintendent of Mail Service at Kansas City, showing in detail the causes of

delays as reported by mail clerks riding on train known as No. 2. This train is known also as the "Colorado Limited" and is due to arrive in Kansas City at 8:50 a. m. The record shows that from June 1st to November 1st, of this year, a total of 153 days, this train arrived on time in Kansas City but five times, and out of a total for the five months it was late a total of 458 hours, or nineteen full days of twenty-four hours each.

The record also shows that ninety-four of the delays were caused by wrecks and bad track—not wrecks to that train particularly, but wrecks which caused that train to wait till they were cleared

away or else make a detour by the Frisco or Rock Island. This record seems sadly at variance with the protestations of the Missouri Pacific management that it has done everything necessary to put its tracks in the best of condition. Also the Kansas Railway Board has declared that the company was "honestly complying with every order and request." We think we remember, also, that The Trackman reproduced photographs of other portions of the Missouri Pacific tracks, in Missouri, and that the Missouri Railway Commission got into a hopeless tangle among themselves, because, it seems, some of them could see the defects in the ties, ballast and rails which the camera showed, and some of them could not—we haven't heard how the three-cornered or two-cornered fight has been settled, or if it has been settled. Of course, if these photographs had been taken of a railroad on Mars, or some other far-away planet, we might have doubts as to their correctness, but when they were taken right down in good, old, "show me" Missouri, then it's different. It is also hard to see how the Postmaster General or the traveling public can doubt the showing of the record given by the superintendent of mail service.

Admitting for the sake of argument, that the allegations of the Railway Trackmen are true, it is difficult to un-

derstand why a great railroad like the Missouri Pacific, would allow its track to become so dangerously out of repair as to be a constant menace to the transportation demands of the road. It would only take a few wrecks to cost more than enough to re-tie the whole road and perhaps replace many of the rails. And besides all the possibilities for the destruction of property and the loss of life it would seem as if the conditions shown by the Trackmen, would, in case of a wreck, subject the parties responsible for the condition of the tracks, to criminal prosecution, with the certainty of conviction. Furthermore, the position in which these allegations place the railroad commissioners of these states is not an enviable one, to say the least.

On the other hand, if the allegations of the Trackmen are not true, then where is the motive for them? Indeed, one might ask if they are true, where is the motive for them? If it is to compel that road to hire more trackmen that might pass, but we imagine that members of the National Union of Railway Trackmen are as scarce on the Missouri Pacific as gold eagles are in our pocket. It can hardly be for spite for it is more or less expensive, we judge. If it is for the sake of humanity at large, then the Trackmen deserve praise, for we cannot see how it will benefit them personally.

An Absorbing Topic.

Wallace Irwin in "Success Magazine."

A worm in search of modern culture
Removed his hat and asked a Vulture,
"Excuse me, sir, I'm rather green—
But what's the difference between
The process called Financial Dealing
And plain, old-fashioned, honest stealing?"

The Vulture merely shook his head.
"Please crawl away, I'm tired," he said.

"But, sir," the little pest persisted,
"I know my views are rather twisted;
But why, when you're considered great,
Should I be merely used for bait?"

Why should I be the butt of Nature,
When you control a Legislature?"

The Vulture ruffled up a wing.
"Squirm on," he said, "you tender thing!"

"Oblige me, please," the poor worm guggled.
"With rebate cases off I've struggled—
O pray elucidate to me
The way the Rebate Cases be"—
Here came a pause—and very neatly
The Vulture ate the Worm completely.

Remarking, "Whence this useless dee-bate?
I am a Trust and you're a Rebate."

A Boomer Tour.

BY "ONE BROWN."

(Continued from November.)

About the time of year that Kansas boasts of its Indian Summer the cooling zephyrs from Lake Erie put a crimp in the vegetation around Buffalo.

It was then Dick invested in a steel snow-shovel. During the six or seven months which followed he wore a wire edge on the shovel pushing into the gutter the beautiful snow flakes which fell around his home in unprecedented abundance.

Besides his snow-shovel, Dick discovered but two household commodities cheaper in Buffalo than they can be purchased in the metropolis of the wheat belt—Anthracite coal and yeast cakes.

The "main stem" of the track department of the western half of the Buffalo division "bucked" snow for most of the winter. One of his pleasant evening diversions was to run the snow-plow Mt. Morris to Linwood on the east bound track; back up on the same track and go after the same snow on the west bound track to bump it off the right of way. The effect of this operation, repeated after every snow storm, was to make a wall of snow and ice along the east bound track increasing in size until spring—or, I should say, until winter was over, as there are but two seasons in Buffalo: winter and almost winter.

A citizen of Livingstone, Montana, would feel perfectly at home anywhere between Buffalo and Mt. Morris, as the wind blows all of the time. It is said the inhabitants of Big Timber, Montana, provide themselves with headgear that blows down the Yellowstone valley from Livingstone.

On the Lackawanna there was a cheerful prevaricator located as night operator at Dansville during Dick's tenure of office. He used to go to work at 7:00 p. m., and to sleep at 7:43. Dennis used all of his energies in a peaceful endeavor to coax this youngster to play ball, but all to no purpose.

Along about 3:00 a. m. he would be troubled with insomnia long enough to "break in" and say: "O. S. No 12 by 1 O. K. 40 p. m.," and right there the train dispatcher would unburden himself in a fashion that would exclude from the mails a story giving a bona fide account of it.

The Dansville delinquent had a prolific mind. It was particularly fertile in the invention of excuses. There's a nursery there and if consignees planted all the trees this fellow said he "way-

billed" there wouldn't be a half acre of ground on the western hemisphere lacking arborial decoration.

The long distance telephone calls he answered, if paid for at current night rates, would wipe out in three days the Standard oil fine.

The stock car equipment of the New York Central Lines and the Kansas City, Wyandotte & Northwestern Railroad would not carry the slip bills—not to mention the cattle—over the loading of which this energetic youth was called upon to exercise supervision.

The invalids that had to be carried by the night operator down the mountain side to the sanitarium outnumbered the hairs on Dennis' head.

(Anyone who has seen Dennis' head will be able, with a slight stretch of the imagination, to believe this.)

The number of telegraph instruments ordered by this resourceful renegade to replace those broken by the day man, would, if placed side by side, reach from Dansville to Wayland Tank—via Selsa, Mo.

In short, the promptness with which he answered his call can only be compared to the alacrity with which the Kansas City railroads are *not* building a new union depot.

One night a man was killed near Dansville by an engine backing down the hill. His home was at Dansville. The next night Dick was in a sweat to raise our friend, the night operator. Three hours calling failed to arouse the cub. Along about daylight he cut in as chipper as a robin on a May morning and said: "S. F. B.," which in the sweet and soulful symbols of the wire means: "Good morning, my dear friend, Mr. Dennis. I hope you are well and happy this beautiful morning. My good sir, as I sit here gazing upon the entrancing grandeur of the delightful dawn, I am filled with a desire to seek your distinguished consideration and crave your kind permission to retire to my humble abode for the purpose of partaking of a bountiful breakfast, first offering a song of thanksgiving that I have been granted health and vigor to properly perform the arduous duties to which I have been assigned!"

"You whelp," exclaimed the irascible Dennis, "I've been calling you all night. Where've you been?"

"I," was the ready rejoinder, "have been sitting up with the corpse."

(To be continued.)

LADIES

This department is intended to serve the same purpose among the wives, mothers, daughters, and sisters of our members that the Fraternal Department serves among our members. The rules at head of Fraternal Department will also apply to this one. Communications for this Department should be in this office not later than the 15th of the month.

Editor Railway Conductor:

Recalling my own early recollection of the Order of Railway Conductors when there was only a handful of representatives, we are indeed amazed at what has been accomplished by this noble Order during the past few years.

These increased developments also mean that great responsibilities are resting on every member connected with the Order, and must be ably met—that its progress may still continue, until every conductor in the railway service in America shall identify himself with the greatest organization in existence today, for there is none which gives so much for the money invested—not only substantial benefits but many social and fraternal privileges as well.

Fraternity—how much is embodied in this great word; that word which means so much, for it is a spotless bond, crowned with immortalities which cannot die.

Never was this fact more fully demonstrated than on the evening of November 17th, when Oatley Division No. 102, Order of Railway Conductors of Grand Rapids, Mich., met with their families around the banquet board at the Hotel Pantlind for an evening of unalloyed pleasure.

The hall was beautifully decorated, the colors of the O. R. C. predominating, while on the walls were two large cartoons drawn by Robert Rouse, staff artist of the Grand Rapids Evening Press, which illustrated the past and present life of the railway conductor.

These pictures attracted much attention for they spoke volumes of the good which the noble Order has done toward the uplifting of this class of men in the railway service.

Promptly at six p. m. the banquet hall was thrown open and as the large assemblage of Brothers and Sisters, with their

children, marched to the tables to the music of the orchestra, the sight was an inspiring one, as every face was illuminated with a happy smile in anticipation of the pleasure in store during the coming evening.

After all were seated, Brother W. W. Drew, President of Oatley Division No. 102, gave the address of welcome in his usual happy manner, which made every one feel at home, then Brother J. H. Sullivan invoked the Divine blessing, after which the colored waiters got busy and the way that menu disappeared along the line was a sight not often witnessed in the history of the noble Order.

Immediately after the menu, Mrs. C. H. Westover, President of Rapid Transit Division No. 45, L. A. to O. R. C., responded to the address of welcome in behalf of the ladies in a few well chosen words, when cigars were passed and while the Brothers were enjoying the "weed," Brother W. A. Hawker, toastmaster of the occasion, kept them all busy with his humorous bursts of enthusiasm—which was measured out by the square acre.

The toasts were amusing in the extreme, and a happy vein of humor seemed to invade the whole, which made everyone feel that it was a great pleasure to be there. After the toasts a musical program was given by talent from within the families of the Order, which was well received by the large audience.

Just one year ago Rapid Transit Division No. 45, L. A. to O. R. C. tendered a banquet to Oatley Division No. 102, O. R. C., and their families, which proved a most enjoyable event, and for the manner in which the Brothers unloaded the debt of gratitude they owed, every lady present, whether a member of the L. A. to O. R. C. or otherwise, wishes to extend through the columns of

THE RAILWAY CONDUCTOR their most sincere thanks. I will add the following toast:—"Our husbands! May they always be right. But, right or wrong—our husbands."

CLARA R. ROUSER.

Grand Rapids, Mich.

Editor Railway Conductor:

How time flies! Here we are at the close of another year and what have we done?

Division 163, L. A. to O. R. C. has had a prosperous year as well as a fine social time. The Sisters have been busy: We made a fine silk quilt; raffled it off; made a neat sum of money and bought dishes for our Division. We have had several ice cream socials and just closed a very successful euchre party, financially and socially, which, Brother Editor, draws us closer together, fraternally and otherwise, and of a truth we can sing "God be with you till we meet again." MRS. GEO. S. HAYDEN.

Sedalia, Mo.

Editor Railway Conductor:

Before the time expires for my term of letter writing, I will offer one more missive to the readers of our interesting Journal.

While Division 66 has had more prosperous years in her time than the present one, still we cannot complain for what we have accomplished has been on a small plan, but of the very best, both financially and socially. I might also add in regard to new members the same is true (of the very best.)

Our President, Mrs. Partridge, has been honored by being appointed a District Deputy for this district. We think the selection by Mrs. Moore was a good one as Sister Partridge ever bears in mind "for the good of the Order." If all of us would only try to remember all the good teachings inculcated in the Order, how much happier we would be. Now, Sisters of the L. A., the time for election of officers for the ensuing year is near at hand; and let me say it makes no difference should the same officers be re-elected, or should new faces fill the chairs—always stand by your officers. The duty of an officer is not always a pleasant one, so stick up for them. In the L. A. to O. R. C. we use a secret ballot, which you all know; but the question is—Do we keep in mind the meaning of the little word "secret?" Oh, ye women of today, do not let it be said we cannot keep a secret. There are in existence today too many secret organizations for women to make such an assertion. Let us hope all members of the L. A. are true and

loyal Sisters in every sense of the word. If, in your Division, you should be so unfortunate as to have a member so deeply interested as to ask Mrs. A. to vote for Mrs. B., as this enthused member thinks Mrs. B. the proper party for office. Dear reader, I feel sorry for such a Division, and most sorry for such a member, for if we do our duty we would kindly inform this suggesting Sister that our form of voting was a secret form and also a sacred duty, for call to mind on what the ballot box is resting while we cast our vote. Don't encourage such a member, but impress on her mind her position as a member of the L. A. Our dignity and standing is lowered by such members. We are proud to say Division 66 has no such members, and we will always try to guard the entrance of same.

A very successful card party was given in our Division room this month and a neat sum placed to our credit.

Mrs. Alexander and Mrs. Brough worked very hard this fall and much of the entertainment was due to their untiring efforts.

The School of Instruction to be held here was postponed on account of late delivery of rituals. The new work is quite an improvement over the old.

Thanking Mr. Editor for always giving me space, I wish one and all a Merry Christmas.

MRS. T. B. FOSTER.

Bloomington, Ill.

Editor Railway Conductor:

Soon another year will have passed and may the next prove as prosperous as this has been.

It will soon be time for election of officers, and whether the old officers are re-elected, or new ones put in to fill their places, let us all stand by them and give them our hearty support. We held a School of Instruction here November 13 and 14, Sisters being present from Toledo, Ft. Wayne, Chicago Junction and Cleveland. Grand President, Sister Moore, conducted the school. We were sorry that more of the Sisters did not come, but those that were there were greatly benefited. The new work is very pretty, and Sister Moore always has so many good things to offer for the "Good of the Order."

A reception was held Wednesday evening, in honor of our visiting Sisters. A short program was rendered, consisting of music and recitations. Sister Bowman of Division 51 gave us a very interesting address on "Our Schools," and Sister Moore's subject was "Our Auxiliary," which was greatly enjoyed. We must not forget our own President, Sister Zeigler's Fraternal Greeting, and

many other Sisters had pleasing remarks.

But the Brothers were a little shy. Then a social hour was enjoyed, before saying good night.

Punch and wafers were served during the evening by the young ladies.

As a token of esteem Sister Moore was presented with a souvenir spoon by Autumn Leaf Division and she has promised all the "children" their turn in using it. Sister Calder, who has moved to Sandusky, Ohio, was also presented with a spoon as a token of remembrance, that she will always remember her Sisters here and know that she is not forgotten.

Our Sisters who underwent surgical operations are improving and we hope to have them with us soon again.

This being my last letter as correspondent, I will just say,

"Be to others' faults a little blind,
And to their virtues ever kind."

MRS. ELLA HARPER.

Bellevue, Ohio.

Editor Railway Conductor:

It is our duty, once again, to relate the proceedings for the last quarter.

In the social line we have several jolly, good times to our credit, at the sea shore of Nahant and Marblehead in July and August.

September brought us all together in the Division room, fresh from our varied vacations, with suggestions for the winter's work, too numerous to mention.

We started the ball moving with a Harvest Supper, the first of November, and as nothing was lacking, of course it was a great success.

The only thing we missed was Brother Esty's cheerful countenance. We are all hoping it won't be many moons before he'll be again among us.

Each month we have given our regular dinner, which brings into evidence that we have some faithful Brothers amongst the Divisions here. We should be pleased to see more.

We can surely guarantee there will be nothing the matter with the dinner and everyone is welcome.

MRS. E. W. SMITH.

Dedham, Mass.

Editor Railway Conductor:

I have neglected my duty as correspondent of La Rue Division 199, but it was not really my intention—it was for want of *how* to write.

If we live up to our duty much good can be done. We are getting along nicely, have good attendance, and much interest manifested; some new members coming in, for all of which we are quite

proud of our Auxiliary. We wish others would join us and enjoy the good times we have. We are looking forward with a great deal of pleasure to the School of Instruction to be held in January and are busy getting ready for it. Our President and husband celebrated their silver anniversary, October 8th. The Division was invited and quite a few of us were present, and presented the handsome couple with a silver service.

MRS. JAS. H. WEBBLE.

Nashville, Tenn.

Editor Railway Conductor:

Capital City Division No. 3 has given you a fairly good rest and it is now time we were again putting in our appearance, as the election of officers will be here soon and I will be retired to private life, and a new correspondent elected, who, I hope, will prove herself to be more worthy than the retiring one has been.

Capital City sends greetings to all our Sisters and wish them untold prosperity and happiness.

As the year is fast creeping to a close we stop to consider, wondering if we have done all the good we might have done, scattered all the sunshine possible; we really intend to be charitable to all in word and deed but once in a while we may fail, and what a happy world this would be if every Sister would scatter some sunshine each day to someone outside her own home.

I think we might reach more if we would give ourselves up more to personal work, making a business of calling on all conductors' wives and inviting them to join our little flock and let outsiders see what a whole-souled crowd we are, and when they do join us let us still call on them and let them see how glad we are to have them as Sisters.

We are getting along nicely; we have added many new members which naturally causes us to rejoice. At no time have we forgotten our old members, and their faces are missed in our Division room, so Sisters, wake up, come out and encourage us by your presence as our meetings are not as well attended as they could be with such a large membership as we have.

Now, Sisters, let us consider well who we elect and the officers cannot do anything without our help; and also remember we all cannot be officers at one time—give all a trial and see what all can do. Our officers have worked faithfully during the past year.

It is rather late to mention the Grand Division, but I must remark, our delegate, Sister Heck, brought back a fine report and the Sisters all appreciate her effort.

President, Sister Condon, entertained for Sister Higgins on her return from the Grand Division and all present spent a pleasant afternoon.

On the 3rd of October we gave a chicken dinner after our meeting, which was well patronized; all present had a very enjoyable time.

We were much pleased to have a visit from Sister Charles Ragon, P. G. P., of Denver, and Sister Bruster of Chillicothe Division in August; we are always glad to have a Sister visit us, so, Sister, come again as the latch is always on the outside.

While on a western trip in September, I stopped at St. Louis, Mo., and visited St. Louis No. 11, and must say St. Louis should feel proud of their division and the good work they are doing.

With feelings of sorrow, I speak of Brother John Hickey's illness; at present he is at the hospital in Pittsburg, but improving—it is sincerely hoped that before long he will be able to be home again and entirely well. Owing to Brother Hickey's transfer they were compelled to move to Pittsburg.

May the coming year be very successful to all and may God's richest and choicest blessing rest on all Sisters and Brothers.

MRS. J. E. TAYLOR.

Columbus, Ohio.

Editor Railway Conductor:

I will endeavor to write something for Division 11. We have had a very good year, thanks to our hustling President, and I hope we may keep her another year. We have taken in a number of new Sisters and have a few more in line whom we hope will join us soon. Sister Stone, our Deputy Inspector, entertained our Division in June with a tea. Sisters Coleman, Denniston and Stone gave us a luncheon in July, at the Division room, twenty-eight ladies being present. Sister Johnson gave a tea in July. Sisters Noonan and Richards entertained in September. Sister Linens in October. At each and every one we had a fine time and realized a nice sum for our charity fund.

We are making an album quilt, from the sale of which we expect to swell our treasury. On July 16th, at Colorado Springs, we lost Sister Mounts, by death, the first one in several years. Auxiliary services by Division 11 were held at her home in St. Louis.

Brother Turner of No. 3 donated a gun to be raffled for the benefit of Sister O'Meara. Sister Dumaw took charge of the raffle and realized \$87.50. After paying for the tickets having \$85.00, which was given to Sister O'Meara. We are sorry Sister Stone's husband is so ill; hope he will soon be better. Our Presi-

dent's youngest daughter has been very sick for several weeks, but we are glad to say, is convalescent.

We had two weddings in October—Sister Flory's Son and Sister Dumaw's son. Sister Blaney, our musician, was out last meeting, having just returned from a trip to New York, and brought us each a pretty shell for a keepsake. We are all looking forward with pleasant anticipation to our School of Instruction, which is to be held in East St. Louis, in February. We meet every first and third Wednesday, at two o'clock at Anchor Hall, corner Park and Jefferson Avenues. Visitors always welcome.

St. Louis, Mo. CORRESPONDENT.

Editor Railway Conductor:

Iron Queen Division No. 186 is still alive and enjoying prosperity; it is not taking in many new members and doesn't expect to until spring and summer come again.

Our delegate came back with a very fine report, and we have been having a ten cent lunch every other meeting, to make up in the treasury some of her expenses.

Although we do not need it, we all think it is a good thing to have a good balance in the treasury.

We are mourning the loss of our former correspondent. She was also a charter member and we all miss her faithfulness and regular attendance.

We gave a small sum toward the Highland Park Home, and we feel as though it was money well donated.

We have changed our meeting days from Tuesday afternoon until Thursday afternoon, thinking that would suit the majority of our members better. Our meetings are pleasant and harmonious, and should any of the Sisters find themselves in Two Harbors they will receive a hearty welcome from Iron Queen Division 186.

IDA HILLER.

Two Harbors, Minn.

Editor Railway Conductor:

As my letter for No. 142 is long past due, I must say something for us. We have progressed nicely throughout the summer months; have met regularly during the extreme hot weather, have taken in several new members, with other petitions out. Have met once a month to sew and in fact we had to add a second meeting day to our sewing society in order to get all our work out. Our Penny flower drill has been quite a success this year.

We are all rejoiced to have Sister Moore still our Grand President. We are glad to know Sister Genett Elliott is

much better after a long sick spell, but there has been very little sickness in our midst this summer.

Through the generous distribution of the transportation department so many of us have been permitted to enjoy long and pleasant trips. In Seattle, Wash., we were loyally entertained November 7, by Sister Jake Shook, Sister Wood Smith and Sister Stewart—twenty-four members of the Auxiliary being present, also three Brothers. We are always glad to have the Brothers with us and wish more of them would come.

I trust as THE RAILWAY CONDUCTOR reaches our absent Brothers and Sisters, they will feel that this letter is a message from us to them, with best wishes from New Year Division.

MRS. C. W. SNYDER.

Springfield, Mo.

Editor Railway Conductor:

I expect the Sisters of Division 41 keep watching for a letter. Their correspondent is a little slow, but better late than never.

The Sisters are all back from their various trips and now there is a nice turn-out on meeting days and next meeting we have a candidate to put through the new work. All are anxious to see the new work on the floor as Sister Kelly reports it both beautiful and impressive. Last meeting day we had Sister Dawson of No. 165, Trinidad, and Sister Griffith of No. 20, Des Moines, visiting us. Come again, Sisters, we are always glad to extend the right hand of fellowship. Sister Kelly has returned from Denver where she represented Arkansas Division No. 41 at the recent School of Instruction conducted by our Grand President, and she reports everything a success.

A monthly dime social given jointly by Sisters Mosser and Rourke netted the Division a tidy little sum. A dainty lunch was served and all present reported a fine time.

Last evening, at the home of the bride's father, the talented daughter of Brother Hastings was united in marriage to Mr. Clyde Cole of Detroit, Mich., a young business man of that place.

Halloween, at the Congregational parsonage, Miss Mabel Ledwith, the handsome young daughter of Brother Joe Ledwith, sprang a surprise on her many friends when she was married to Mr. Victor King, a young railroad man of the city connected with the Santa Fe.

Brother and Sister Melick are rejoicing over the arrival at the home of their daughter, of their first granddaughter and Mr. and Mrs. Frank Michener are also rejoicing over their first grandson.

Sister Rhoe is slowly getting over a

sick spell of several months. Glad to have you with us again, Sister, as it is drawing close to election day. I expect to lose my office, as I am a poor correspondent. Hope to see more next time when the old is out and the new installed.

BABBIE.

Pueblo, Colo.

Editor Railway Conductor:

I will again endeavor to contribute a line from our Division as I am afraid my last letter to THE CONDUCTOR either found its way to the waste basket or to the dead letter office.

Pocahontas Division 227 is getting on nicely, taking in a new member 'most every meeting and our treasury is in good condition. We have one candidate to initiate for our next meeting and hope there will soon be others to follow. We are always delighted to welcome new members and wish every conductor's wife would feel that it is a duty she owes her husband to be a member of the L. A. to O. R. C. We are hindered a great deal by some of our Sisters moving away but never-the-less we have a very flourishing and prosperous Division.

Our sympathy goes out to all the Sisters and Brothers who have been sick and those that are sick now, and hope for them an early recovery.

Richmond, Va. MRS. O. A. SPEARS.

Editor Railway Conductor:

This, my final duty performed, as correspondent of Eastern Star Division No. 8, before laying down my pen for my successor.

Now just a few words concerning the work and growth of Division No. 8. We owe a great deal of gratitude to our charter member Sisters, especially Sisters Kline and Bell, for the organization of Division No. 8, which was granted a charter and organized March 19th, 1891, with fifteen charter members. Today we have a membership of fifty, with thirty insured members, with prospects of some new ones. Although not a charter member myself, I understand that it was quite a struggle for our Sisters in the earlier existence of our Auxiliary, for then they were few in number and had little to work with and many hindrances, but with untiring energy and zeal, they believed as we today believe, in advancement; and with Sister Kline, who has the honor of being our first President, and with Sister Priscilla Bell as Vice President, and Sister Van Dyke as Secretary, we feel that they are to be congratulated for having taken this step towards organization, and that each set of officers have reason to feel

honored for having succession to such noted worthies. But again we must remember that with honors come responsibilities and no matter how efficient the officers, they must have the co-operation of the membership to accomplish anything, and great credit is due our charter members.

Who of us but have been benefited socially, morally and intellectually, and well, we (as a missionary once said) are Americanized anyway, for we believe in advancement for women as well as for men.

As a little social feature of our Auxiliary, we have started a "Thimble Bee." We meet the alternate Wednesdays from our regular meeting day at the different Sisters' homes, and take our sewing with us and the hostess treats to refreshments. Needless to say that we do lots of sewing and no talking. A number of Sisters of our Auxiliary enjoyed a very nice little visit with Division No. 187, Order of Railway Conductors, in their meeting hall on Sunday afternoon, November 10th.

We always enjoy these little visits, and we also enjoy having visitors. And now as I step down and out of office, I will close my letter with best wishes for the success of all.

MRS. GEO. S. BAILETS.

Sunbury, Pa.

Editor Railway Conductor:

This beautiful fall is drawing to a close, with its variegated foliage, covering the earth. It reminds us that cold, bleak winter will soon be here, with its snowy robes and jingling bells.

The time is nearing when we will elect officers again. Now, Sisters, we must all work for the good of the Order, thinking only of what will promote our cause and increase the attendance in the Division room.

Our past year has been a success, socially and financially.

Our President, Sister Grayson, had the pleasure of attending the School of Instruction at Chicago, in October, which she enjoyed very much, and in her talk to us she made us regret that we had not attended.

We had the pleasure of having as our guest, Sister Harck, our deputy. We enjoyed her visit very much. While with us she gave a talk on the work, which was very helpful and instructive.

After the business session, light refreshments were served and we had a sociable time.

We are looking forward to having Sister Harck with us again soon to give instructions in our new work. On that day we will have an all-day session, with a picnic dinner and a jolly good time.

Our second annual ball will take place December 19. Would indeed be glad to see a crowd that our funds may be increased.

May happiness and success attend every member in our Auxiliary, and may we go onward in our duty, and harmony and peace reign in our midst.

MRS. H. G. WALWORTH.

Battle Creek, Mich.

Editor Railway Conductor:

As this is my first letter I feel that I cannot do better than give an account of our doings for the year.

The first thing after election of officers and installation was a surprise given by the Sisters to Brother and Sister Long in honor of their thirtieth wedding anniversary.

Cards were enjoyed the early part of the evening and after refreshments were served, Brother Stewart, Secretary of Great Northern Division No. 178, in a few well chosen words presented Brother and Sister Long with a pretty Boston fern as a souvenir of the occasion.

The next event of importance was our annual dance, at which we cleared one hundred and twelve dollars.

During the Lenten season we further added to this a small sum made from a series of card parties and dime socials. We feel that both socially and financially this year has been a success.

In regard to new members, too, this has been our most successful year. A number of changes in runs have brought several families here to live and in that way we have added to our membership about eight new names.

Grand Forks, N. D.

SCRIBE.

Editor Railway Conductor:

Although elected correspondent by Division No. 35, I have sadly neglected my duties, as this will be the first communication this year. Home duties and anxieties have been too pressing. One can not very well make a good correspondent unless they are attending lodge and know what is going on. No. 35 is getting along quite nicely. Two very pleasant events have taken place quite recently; Sisters Helfrich and Howard celebrating their twentieth wedding anniversaries. The Auxiliary presented them with some very pretty pieces of china.

Yesterday being election of officers for the conductors the ladies pleasantly surprised them by serving a nice lunch after the conclusion of business.

Thanksgiving is just at hand and I think we all have plenty to be thankful for. Railway people, especially.

The sympathy of the whole Division

is extended our dear little President, Sister Calkins and husband, in the sudden death of their only child.

Sister Simmons has been quite ill at the N. P. Hospital, but is improving. Tacoma, Wash. MRS. M. T. SMITH.

Editor Railway Conductor:

As the year draws to a close and we look back upon the past we see some things we have accomplished and some things left undone. Stella Division tried the calendar plan of business and social meetings this year and I for one, feel it was helpful. Our social committee was named in that for the year, each one knowing just when she was expected to serve.

We took in several good, new members and lost none except in one case of a non-resident member. Our work has been harmonious and we are proud of our president.

On Friday, November 15th, the L. A. to B. of R. T. entertained Stella Division L. A. to O. R. C., and Twentieth Century Division G. I. A. to B. of L. E., with a delightful program and a very pretty luncheon. As Auxiliaries we are becoming better acquainted through these social affairs.

Our new rituals have been received and put into use. We like them very much. We are anxious for a School to be announced in our vicinity so we will have the opportunity of being instructed in the new work. Our delegate has given us much help in interpreting the new laws and forms.

Should any Sister pass our way we shall be glad to welcome you to our meetings the second and fourth Wednesdays.

Decatur, Ill. MRS. CLIF. TULLIS.

Editor Railway Conductor:

I have been asked to fill the office of correspondent for the remainder of the year. Prairie Division No. 237 has just turned its first mile stone, and the event was celebrated by a musicale and banquet, given by the L. A. on the night of September 26th. Invitations were sent to every conductor and his family in the city of Terre Haute, and the responds came in large numbers.

Our hall was beautifully decorated. Our worthy President, Mrs. Mary Hauffin, gave a very appropriate opening address, which was followed by a very eloquent speech by Brother C. H. Boyd, Secretary-Treasurer of Division 92, who at all times has such very strong and impressive words at his command.

One of the most amusing features of the evening was a comic masked drill, given by the L. A., representing the letters of our Order. Altogether the

evening was pleasantly spent and one could mark the note of good will in each and every one. Several of the Brothers gave small talks expressing their appreciation of being present. In conclusion Brother W. T. Brown's speech was very grand and touching, and was highly applauded, and when the time came for parting we were asked to have a repetition in the early future, and we were like a lot of happy children, bidding each other good night, and methought as I looked on the happy faces, as Longfellow did when he stood on the bridge at midnight.

Backward, turn backward,

Oh, Time in thy flight,

Make me a child again,

Just for tonight,

with a love and childlike confidence towards all.

For the short time we have been in existence, I don't think you can find a more congenial, prompt and steady lot of workers than our ladies here. Socially and financially we are all that could be desired. Just a year ago the Auxiliary started here with eighteen charter members; we now have thirty-two, and more to come. Our goat is put in harness almost every first and third Wednesday in the month.

Terre Haute is quite a railroad center, and we very often have visitors, so, should any happen to come this way, we are yours in the true sense of our motto.

We regret very much that we have had no opportunity to attend any School of Instruction this fall, as it is the one thing much needed in our Division, it being yet in its infancy.

Hoping my first attempt will find favor with the editor and be read with some pleasure by my absent friends.

MRS. CHARLES EDGAR KERCH.

Terre Haute, Ind.

Editor Railway Conductor:

The School of Instruction that met at Elmira, N. Y., was very fine and hope lots of good will come from it. Our most respected teacher, Sister Moore, who teaches us in every way, and the good time we all had with her, and the Sisters of Elmira who made it so pleasant for us, will always be remembered by the Sisters of Victory Division 168.

In pleasure we are always in death. Soon after our school was over we were called to the home of mourning of Sister Dunn, by the loss of her dear husband.

P. S. Mr. Editor, this letter is not written for the waste basket.

MRS. J. JAY LEWIS.

Sayre, Pa.

Editor Railway Conductor:

As the time is drawing near for election of officers, and I shall have to take a side track and give some other Sister the right of way, I thought it best to send in my last report for 1907.

Since you last heard from Monumental Division No. 81, we have had many joyous times; one of them particularly, was when our good Sister Shippley formed a little "Salvation Army," as she called it, and Twenty-three in number went up to Hagerstown to call on High Rock Division No. 160, and we were royally entertained.

Then our Home Coming week was held October 13, 14, and 15. In the Fraternal Day parade Monumental Division made a good showing and now some of the good Sisters are putting their heads together to hold a reunion.

We have moved into our new quarters and everything is nice and bright and cheerful, so, now, Sisters, turn out.

One way to make our meetings attractive is to shut down on dictating and fault-finding members. Let us do our best in the future and see what a difference a little smile and a hand-shake will make in a Division room.

Our goat has been quite busy and it looks at the present time as if he would be kept going a while longer, as we have numerous prospects for the future.

We extend a cordial invitation to all Sisters to visit us if they come to our city.

MRS. JENNIE STONER.
Baltimore, Md.

Editor Railway Conductor:

Congested enthusiasm is not the kind of material to do good service in an aggressive campaign. We all know to be successful, a general must have the united support of his army. Would he be justified in offering battle if he could only have a guarantee of ten per cent of his army, while ninety per cent were quartered out of his command, but he could hear their voices asking why the fight does not begin, with no idea that their action was detrimental to the cause, and apparently no care so long as they could stand on the ramparts and share only a partial victory, but we were pleased at our last meeting to note quite a spirit of improvement—in fact, there was some display of real interest, but only a few new faces. We

would be delighted to have a full attendance in future and let each Sister ventilate her woes, and then we would be able to know the existing sentiment and form some conclusion as to what our needs are for the future. Full attendance, a thorough discussion of the subjects on hand including our new rituals, I am sure will produce enlightenment.

Soon we will renew our socials, which proved a great source of pleasure and revived much interest in our Division work last winter, and we do hope all of the Sisters will be able to attend and bring as many of your friends as possible with you and you will go forth from each of these entertainments with renewed energy and vigor that will bring spice into your home life as well as into our Division work.

Sisters Smith, our President, and Abbott, District Inspector, were absent at our last meeting, attending the School of Instruction at Shreveport held by our Grand President. Sister Mundy, our Vice-President, although comparatively a new member, presided over our Division with much grace and dignity. Just here, although a little late, I would like to tell you how much we enjoyed the report Sister Smith brought back from the Grand Division. She made us feel almost like we were answering roll call and listening to the many things of interest that came before that august body. Sisters Andrew Lester and T. J. Jewett have been quite sick, but at last meeting both were reported improving. Sister Lester has a fine baby girl.

Wishing success and prosperity to all Divisions, I will say, "Beloyal in Charity, Truth and Friendship."

MRS. J. W. KINABREW.
New Orleans, La.

Editor Railway Conductor:

Prospect Division No. 30 knows by this time that they have a poor correspondent.

Our Division is doing fine, has good attendance and a jolly time. Our goat is getting fat; hasn't been very busy lately.

If it is late, I must say we enjoyed a visit from Ft. Wayne Sisters in July. Come again, Sisters.

MRS. J. WM. BROWN.
Garrett, Ind.



FRATERNAL

This department is a Forum in which the members can discuss matters of interest to our Order and its members. The editors do not assume responsibility for the ideas expressed by the correspondents to this department. Personalities, intolerant expressions, detailed descriptions of entertainments or funerals, lists of committees, and matters of purely local interest can not be used. News and communications upon matters of general interest are cordially invited. Write on one side of paper only. No communication will appear unless the name of the author is furnished us. Communications for this Department should be in this office not later than the 15th of the month.

"Billy" Welch, Housekeeper.

BY CARL F. WHITE.

"William Welch, Housekeeper," is the namesigned to a neatly typewritten notice posted on the wall of room 10, the conductors' room at the Union Depot, Kansas City. And he is really the housekeeper, not a domestic, of course, and he takes care of the room and sees that it is always neat and clean. If any one knocks at the door for admittance, it is he who answers the knock and gives a pleasant invitation to "step in." He is always there from 9:30 o'clock in the morning, until 4 of 5 o'clock in the afternoon, but at any other times, especially if you are a passenger on the Missouri Pacific's Atchison and St. Joseph express, undoubtedly you would hear the same voice saying, "Tickets, please," and you would recognize its owner as "Billy" Welch, conductor.

Just how Billy Welch happened to become housekeeper of the conductors' room at the Union Depot is not exactly known. Like Topsy, he "just grewed there." The conductors say he is the only man for the place and they would not have any other at half the salary. He keeps the room neat and clean and tries to make it comfortable—a place in which the conductors may spend their spare moments. He keeps a typewriter in his locker on which he writes letters and little lay sermons to other employes of the road. Lacking a few chairs the other day with which to make the room more comfortable, he went to E. J. Sanford, president and superintendent of the Union Depot company.

"We need some more chairs," William Welch, housekeeper, said.

Mr. Sanford ordered the chairs. Then Welch sat down to his typewriter and wrote the following notice which he posted in a conspicuous place on the wall:

"My Dear Boys:—This is our room. Let us make it a place of refinement. Don't forget that this is our resting place. Loud, obscene or boisterous language is unnecessary and very distasteful to many people. Don't forget to consider the comfort of other people. In that way you may teach them to respect yours.

"Don't forget that if each of us who occupy this room will do just what he can in making it neat and pleasant and cleanly, he will not only make it pleasant for himself, but for others. Then, the wayfaring brother who may be passing through our city will have a place where he can spend a few pleasant moments or an hour, if he so desires."

"Yours very truly,

"WILLIAM WELCH, Housekeeper."

Welch is one of the oldest conductors on the Missouri Pacific. He has held one "run" between Kansas City and St. Joseph for twenty years. He is known personally to Helen M. Gould, who greeted him warmly upon her recent visit here.

Editor Railway Conductor:

The necessary qualifications of a good Chief Conductor are, first of all, kindness in his rulings on questions, and upon all who reach the honorable position of Chief Conductor of a Division, it behooves me to say that kindness is the fundamental principle of success. Frank

conversation and kindness are essential to lessen friction and provoke good cheer in the enforcement of the laws of the O. R. C.

Men cannot be scolded into love, nor scourged into goodness, as gentleness is the mightiest form of manhood, and the true Chief is he who imitates those knights who carried a sword, but also bore the banner of kindness.

What lashings can never do, soft, kind, gentle words can accomplish and fortunate indeed is the Division that has a Chief Conductor who attends meetings regularly, and goes through life curing sorrows, allaying discontents, healing enmities, sweetening bitter fountains, and scattering happiness and good will among members of the Division that he rules over; and one such member can influence an entire Division just as one flower will pervade a room with its sweet odor.

There are occasions when questions arise in the Division room which call for a cool head and where the tongue of the Chief Conductor should possess a ministry of instruction and inspiration that is the almoner of universal bounty that will exhale benefactions upon any Division over which they have been called to preside. And then if an appeal is taken from the decision of a Chief, he should show from the eye and facial expression that he is satisfied, as it is the wish of the Brethren assembled to change his decision.

It is better that no conductor should be added to the rolls of a Division, than to have one unworthy foot cross the threshold to be admitted as a member, and if, unfortunately, one of the above-mentioned class does gain admission, it becomes the duty of the Chief Conductor to exercise that power of kindness in his discipline to correct and restrain the refractory. And kindness only can be used.

The honor, reputation and usefulness of a Division depends materially upon the skill and ability with which a Chief Conductor manages the concerns that have been committed to his care, and permits no innovations upon the principles of the Order of Railway Conductors or the Division over which he is placed.

Remembering that your own honor, and the confidence the Brethren repose in you will excite to that faithfulness in the discharge of the important duties which are upon the mind and conscience of a Chief Conductor, we should also take into consideration that although distinction among men is necessary to preserve order and subordination, however, no eminence of station should make us forget that we are Brethren. Be discreet, prudent, diligent, and at all times endeavor in a kindly spirit to

aid in the reformation of an indiscrete member of your Division, and endeavor to vindicate his character whenever possible to those who wrongfully traduce him, and by so doing you will not have labored in vain. I must say that the Chief Conductor of a Division can thoroughly convince a candidate that there is not an observance during his initiation that has not a deep significance, and every move he makes has an accepted meaning and a deep seated moral truth.

It is unnecessary to recapitulate the duties of a Chief Conductor that you are bound to discharge, or to enlarge upon a strict adherence to the same; but above all have kindness, do not be too strenuous, do not palliate or aggravate the offences of derelict members of your Division; always remember to judge with candor; admonish with friendship and kindness, and reprehend with justice. Be true at all times, and see that good deportment has merited the appointment of members on every committee that may be appointed by you, and then every commendable virtue you possess will come to the surface, then the reputation, honor, and dignity of your daily life will be apparent to all members that meet you either in the Division room or at your daily duties.

Now let me impress upon the minds of Chief Conductors that our Heavenly Father intended that we should be social creatures, and should receive the greatest and most important part of our knowledge by having social intercourse with each other, and by these means we become better acquainted one with another, and when we are at a meeting of the Order of Railway Conductors, we should communicate our thoughts to one another. We can state our desires and purposes; our rational powers should be extended, that we may reach the goal of happiness. In closing, permit me to say if any animosities unhappily exist, let them give place to affection and brotherly love, and bear in mind that every member has a claim upon your kind offices. Do good unto all, and then recommend kindness to all members of the O. R. C.

J. D. RUSHMORE.

Long Island City, N. Y.

Editor Railway Conductor:

It is with pleasure that we feel that the governmental restrictions placed on the Southern Railway in North Carolina, are being reconsidered, and we believe that the North Carolina government interference with the passenger rate in this state, will be reconciled to the fact that it is imposing an unjust law on the railways in North Carolina, more

especially in districts so thinly populated. Furthermore, the operating expenses of the Southern Railway in North Carolina, and especially in Western North Carolina, is as great as any railway east of the Rocky Mountains, if not greater. And we realize very distinctly that a fair return as a result of the earnings of a proper margin of income over the costs of operation and maintenance, is of vital importance to the employe.

Transportation is more essential in the future than it has been in the past, its relation to the development of civilization and the welfare of a community through which it passes is proof enough to any sane mind that we cannot do without it, and should be proof enough to any sane mind that an agency can exist and prosper only when such agency is able to increase its facilities in order to meet the increasing demand for its service.

The future of the Southern Railway in North Carolina and its employes is assured, provided we can avoid limitations imposed by Government restriction except in so far as they may be necessary to protect other individuals from wrong.

Within the past few years North Carolina has advanced at a wonderful rate. There is no state in the entire south where the proportionate increase in the production of wealth has been greater, the prosperity in this state has attained the highest development, and the opportunity was presented by the Southern Railway. But the progress of the Southern Railway cannot be assured when its dividends shall be declared by a limited amount of public opinion. Our Chief Executive has become more reconciled and gentle now, and we believe he will be riding in the same band wagon as Judge Pritchard in the near future. And it seems to me that this is sufficient evidence that we need a legislative committee. I am of the opinion that if we had opposed the two and one-fourth cent rate law, as it would have been by an efficient legislative representative, that in all probability it could have been defeated and if not could have been equalized to a more reasonable rate. And I do think that it is more necessary that we form a legislative committee now than ever before, from the fact that reformers and agitators are becoming more in evidence each year. We want a man in this position who possesses qualities as unchangeable and inflexible as the laws of nature, and we have this kind of material in our midst. We also have men in our midst who would be a credit to any county or state as a representative, also to the O. R. C.

Our forefathers pledged their honor,

their lives and their fortunes for free government and we at least should show a high appreciation of this, especially when it affects us as disastrously as the present rate law has.

Division 318 is swelling its membership; at each meeting we have from one to four "tourists." The journals of our "sightseer" never get rusty. At our last meeting we elected officers for the year 1908, had a splendid attendance, and practically all the old officers were re-elected. I cannot say whether this was due to the efficiency of their former service or not, I hope, however, that it was. I am glad to see such good attendance at our meetings; it is only a duty we owe ourselves, our associates, and our Order. Keep it up, boys, and always bring as many with you as possible; a majority always wins.

Asheville, N. C. J. H. GUDGER.

Editor Railway Conductor:

In looking at the different articles in *THE CONDUCTOR* for November, we see that the criticisms of organized labor are by men who stand by and look on, and who invariably side with the capitalist. Brothers, we must think for ourselves. We have the experience. We are in the ditch, and it behooves each member of his organization to get busy in order to preserve what he has helped to accomplish. We have been struggling for a long time and have only accomplished half that we had set out to do.

Some of the railroads of the country have given their men good schedules of pay and conditions, while others in the same territory are in need of help, they have been denied the same conditions of the other Brother. I also find a great many who think they have all they can get, are satisfied to let things go as they are, and trying to keep quiet, never thinking of his fellow man working on the same line who stood by him and is now struggling to have his condition bettered. Now, Mr. Indifferent Brother, he has helped you to get your salary increased and hours reduced, now he wants your aid. This organization has got this for you and it must be maintained, or you will lose what has been gained for you. Attend your meetings, be up-to-date, keep in close touch with what is going on inside your organization. All good union men do. If you don't, more than likely the corporation you are working for can tell you all about it. The incomplete structure of this organization will be attacked at its weakest point by your opponents, as they always keep prepared with the finance to do the trick, unless you can show a better hand. When the

time comes they'll know just where you stand, but you won't if you don't get busy and keep busy.

It's a business proposition, so keep your organization in good condition and secure for yourself and members better conditions. The corporations are securing evidence of the inside workings of your organization wherever they can. They know your strength, and when the time comes we must be able to deliver the goods and not try to hand out a gold brick for it won't work. Brothers, get next to the situation, keep informed, you may be called upon to act and you'll want to know what it's all about.

Philadelphia, Pa. R. H. THRASHER.

Editor Railway Conductor:

The annual election of officers was held Nov. 24, 1907, and while we had a fair attendance it was not in keeping with the membership or importance of work to be done. Now, Brothers, with a showing up of business let us see if we cannot take more interest in our meetings. If you would but remember the importance of the work to be done, you would certainly show a disposition to do better along that line. It is impossible for your officers to show the interest and zeal in the work when you will not even lend your assistance by appearing when meetings are held. It should not be necessary to urge you in this matter and it is strange that work of such vital interest to yourselves should receive the inattention it does. The interests at stake are so important to most of us that we should take an active part in it. We know the conditions we are working under are not perfect, but favorable ones we have are due to efforts of our Order, and if you have any suggestions or advice to give as to how they might be improved, the place to air them is the Division room. We have never received a concession or corrected an abuse without systematic work to that end and the place for any move in that direction is the Division room.

The returns expected for simply paying dues is beyond all reason, moral and united support is what your officers must have. If some of the Brothers had heard the remarks made by Brother McMillan, of Division 40, at our last meeting and the results he clearly showed can be obtained by the right efforts, not only for ourselves, but for those who employ us; they would be much surprised. We should all be alive to the fact that sober, intelligent and faithful service on our part will bring about good conditions in as much as it will put our service at a premium, and any conditions that we ask for within the bounds

of reason will be given consideration.

Let us make an effort to keep the standard of our membership high and try to bring about a state of affairs that will make our membership in the Order our best asset when looking for work.

A chronic dissatisfaction and insubordination is not conducive to our welfare; better a satisfied willingness to work for our employers' interest, not losing sight of the fact we can do that and work under conditions that must not be a burden. These conditions cannot be brought about by a few officers; they need the co-operation of all concerned, and you will be surprised what we can accomplish if you but contribute your share of the work. The men elected to office are all men who have proven their worth in the work and now let us give them our hearty support and at the end of the year we can all feel proud of our record.

JOHN MCGUANE.

Minneapolis, Minn.

Editor Railway Conductor:

The annual election of officers of Division 500 was held at their regular meeting Sunday, November 10th, 1907, the meeting being called one hour earlier than usual to allow time after the meeting for a chowder and smoke talk.

That the Brothers are interested, can be readily seen, as over half of our entire membership was present, to see that the right ones were elected to fill the chairs for the ensuing year.

With Brother Cruickshank as chairman of the Local Committee of Adjustment, the boys on the New Haven road feel that their interests will be well looked after, and the fact that the C. V. boys re-elected Brother E. N. Hayes to his old position, should show him that he still has their confidence. A committee consisting of Brothers Newell, Cruickshank and Spofford were appointed to confer with the ladies of our Auxiliary, and arrange for a joint installation, and we expect that they will certainly make that the banner event of the year, for when those three start in, something is doing right away, and with the ladies to help them no one can tell what will happen. After the business was finished the entertainment committee hustled the Brothers into the banquet hall and proceeded to fill them up with chowder, and such a chowder. Brother Dick Brackett the "chef" and also chairman of the entertainment committee, never made a better one, and I heartily recommend that all of our poor Brothers from Missouri, and any other old state, that need to be shown, ask Dick how to do it, when they want a chowder. After all

had done their duty, the cigars were passed, and an hour was pleasantly passed in a smoke talk.

I am pleased to be able to report that Division 500 has passed its first birthday and that nothing but good fortune has attended it throughout its initial year. Our finances are in a solid condition, and our membership of the vigorous kind that gives backbone to any institution.

E. W. W.

New Haven, Conn.

Editor Railway Conductor:

The wave of prosperity that has been the good fortune of this country for the past few years is at this time a thing of the past. It has been a factor in the making of history as well as augmenting fortunes for those fortunate enough to have it, but the working man has not been a successful party to this prosperity for the exorbitant prices of the necessities of life has bled him to the last farthing to keep his head above water, and in many cases his head has been below the water line, when his bills came, to meet and annihilate his salary. The feeble dollar has not been able to travel more than half the distance as in days of yore.

The stringency has affected business, but our farmers are in good shape for crops were above the average and the prices have been good and the farmer only sold when absolutely necessary, and then only a sufficiency to meet his immediate needs and the remainder of the crop is stored in some warehouse or piled up in his yard waiting for the fifteen cent market for his cotton, thereby making a combination that pales into insignificance the other combinations that he has abused for being a party to the corner; so these detestable combinations are all wrong unless one is in the combine and then it is perfectly legitimate, but unless you are in, "the damn thing" ought to be crushed.

The A. C. L. is retrenching in every possible way to save a dollar; over a dozen engineers were laid off on the First and Second Divisions while thirty new engines are parked at Rocky Mount waiting for a return of prosperity; all improvements have been discontinued, except such as are an absolute necessity. Our Governor says passenger rates must and shall go down while everything else goes up. The anti-railroad papers, including the Governor's mouth-piece, say they hear from the railroad agents that more tickets are sold than ever before, which is doubtless true, for the ten cent excess makes passengers buy tickets now, when formerly they did not have time, but I have it from one familiar with the

receipts that there is no increase in the net revenue. There is surely no increase in the passenger traffic on our lines for I know of one case where there has been a coach cut out for three days in the week and the conductors generally are complaining of light business. Orders for material have been canceled, and labor that a few weeks ago was in demand at \$1.25 per day cannot now find employment at eighty-five cents per day. The mills are nearly all closed down, the labor is demoralized and the negroes are moving in squads over the road looking for work, and unless conditions improve when these laborers have spent their little savings, crime will develop and robbery and murder will be a common occurrence. With the contracts for material canceled, hours in the shop shortened, the various departments reducing force to a minimum and almost every known method of retrenchment by the railroads. The various industries over the country paralyzed for want of business because of cancellation of orders and throwing out of employment thousands of negro laborers who are without means of support, we may look for trouble of a most serious nature. It may be that when the politicians realize the condition they will cease this agitation and allow securities to assume, at least, a normal condition so that money for improvements can be secured, then the country can draw a breath of relief and the conditions assume a business basis, but until then we can see no relief.

It is with pleasure the many friends of Brother Walker learned that he reported for duty and will be assigned to the position of Station Master at Wilmington, December 1.

Brother Harlee had the misfortune to butt into the S. A. L. train at Pembroke a few nights ago and upset a portion of their train, but without injury to any one; otherwise we are all well and have no complaint.

Wilmington, N. C. LAFAYETTE.

Editor Railway Conductor:

Another hint from the correspondent of No. 413. I feel that I am coming too often, but if you can bear with my "see-saw" I will try and reel off a spiel.

Sickness and death are no respectors of persons. Many familiar faces have left us by the call of the death messenger, and are registered up yonder, the final terminal. Some are detained at home by sickness, patiently waiting for the healing balm, anxious to be at their respective positions.

A number of our Brothers have been claimed by the B. & M. Claim Department, for how long we know not. We

exclaim by acclamation, "Glad of it," hope you will make quick claims and satisfactory. We conceive that many funny claims are pressed upon the railroads. Here is a woman that puts up the window shade just high enough and then claims that the wall is so crooked that the shade swung out and broke her ostrich tips: She wants \$15.00. Case investigated; proved that feathers were taken from barn yard fowl. Another woman claims train runs by station; she sees friends at station; train is backed up to station; she alights from train and is received by friends. She sues for loss of time and words. Case thrown out of court: Proved that train was ahead of time and that a woman was never at loss for words. A queer claim this; a man claimed he lost three fingers by the train starting on time: He was asked in to take a drink; heard the "all aboard," caught the train, but lost his drink. Three fingers lost: Case set aside for advisement. It looks to us as though the traveling public expects the railroads to pay their doctor bills, board bills and for all kinds of aches and pains; they take the railroad for a charitable institution. Might be called a new form of merger.

I have wondered how the B. & M. men stood on the N. Y., N. H. & H-B. & M. merger. If it is the best thing, let's have it; if not, we don't want it. We all believe in doing things and spreading out. If the merger is a spreading out and not a closing up, and is proved that it is best for all concerned, by all means let it come. If it is a twentieth century idea, let's meet it with common sense, and not with brain storm. If railroad managements see the "hand writing on the wall," and are preparing to meet it, what is the matter with letting it begin right here in New England? It is the sign of the times. Merge, merge, merge, not for "successful dishonesty," but success gained honestly. We can't help but feel that our country is at present on the height of great prosperity; we have not lost confidence in men yet. Oh, no! When confidence in men is gone the country totters. We don't want any eruptions of that kind.

We are glad to notice that the B. & M. R. R. promotes from the rank and file in all departments. It is an impetus for all its employees. It is along the line of "square deal."

We all feel proud of the paper issued by the B. & M., called Boston & Maine Messenger. It is an up-to-date paper, full of good reading and beautifully illustrated. It is a work of art. It surely has its place in railroad literature and that place is not second.

It is hunting time with some of the conductors on the Southern division—Billy Simmons and Charlie Wetherbee, together with our assistant superintendent, Mr. John Rourke. Although they have not returned from "the bush" at this writing, we are willing to gamble that they will have the "Teddy Bear" skinned a mile. Why, brave Charlie was supposed to have a hound with him; by mistake he got one of his neighbor's nice, fat pigs. Charlie didn't notice it until he got out in the cane-brake. Bill was master of ceremonies, and is the picture of a real hunter. Our assistant superintendent wasn't saying much, but he had his eye out for game. No doubt the game wardens allowed them to shoot everything in sight. We understand an extra baggage car was ordered into 546 to transport the game to Boston.

A hunting I will go, a hunting I will go,
The dogs all join the jovial cry,
A hunting I will go
And the huntsman winds his horn.

Business on the B. & M. is booming with a big "B." The boys are going into the airbrake car for a lecture on the high speed attachment. Examination coming later. I wonder if the high speed attachment can be used on balloons. If not, why not?

C. E. GRAVES.

Northampton, Wash.

Editor Railway Conductor:

Something was said in a former communication about the election of officers. Our regular meeting on the 11th inst. found a good attendance of good, active O. R. C. men willing to act for the good of the Order. After dispatching the usual routine of business in a business-like manner, the chair declared nomination in order for the various positions for the ensuing year, resulting in the election of Henry P. Coile as Chief Conductor and J. W. Beathard continued as Secretary and Treasurer. The report required from secretaries at this meeting showed our Division in good shape in every respect. Following up a time honored custom, the ladies of our Auxiliary were on hand and served a splendid luncheon, every one present being ready for it, and enjoying this kindness of the ladies.

We are being given our first snow; this calls for more trips to the coal house, but then, the men on the coal lines will be able to make more time from this demand.

Speaking of snow, reminds me that we have had an almost ideal autumn, you can see plenty of flowers in bloom

and have had a second crop of strawberries. The financial flurry continues to have its bad effects on almost all lines of work and business, but it is to be hoped now that our ships are coming in with tons of the yellow that the worst has passed.

The ladies continue to give their socials to the delight and profit of all in attendance. The one the past week at Mrs. John Rose's was no exception and all came away voting her a model hostess.

Now that the summer rush is over the boys on the heavy runs are having a breathing spell, and they know how to enjoy it.

'Tis a boon to the conductor that he can leave our city now without any boozy ones on board, for there are no wet goods here since November 1st.

Time to begin to think about "Santa."
Knoxville, Tenn. Rex.

Editor Railway Conductor:

From all appearances the Order of Railway Conductors made a great mistake in co-operating with the Eastern Association of General Chairmen. When you look back and figure what has been accomplished by the Order on these respective roads, it shows that the success we have accomplished by our own efforts in the past, turned our heads and made us feel that now, by joint action, we can demand any unreasonable rate and have it granted us. Can four or five men not employed upon our system, tell us what is for our good better than we who know the conditions existing on the systems? I say no. The conditions on eastern roads and upon parallel roads make it impossible to have a uniform rate. The O. R. C. has been more than successful in the matter of agreements, making for themselves and relying upon their own efforts. And now to start out upon a new venture is in my opinion the height of folly. And to ask for the increase that the new rate purposes at the present time, with present conditions of the money market and the condition of some of the roads in the east, is one of the most foolish moves ever undertaken by the Order.

We take a chance of jeopardizing the high and conservative standing that we have labored for years to attain. The one thing that we have always fought against, we seem now to be willing to adopt,—that is dictatorship. That is practically what we are under now. A few men dictate to us what we shall ask for and what we shall accept, instead of allowing us to make the best terms we can for ourselves. The new idea will also leave some of the roads without an agreement, for perhaps one or two months. Why are we not satisfied to

leave well enough alone, not always be trying something new? I should think our experience with national federations a few years ago should have taught us a lesson that we should not have forgotten quite so soon. I fear that we will live to regret the swerving from the old conservative path trodden by the O. R. C. L. FRITTS.

Weehawken, N. J.

Editor Railway Conductor:

Division 98, O. R. C., held its annual election of officers Nov. 25th. We never elect a Secretary as that place has never been vacant, even for a single meeting. Brother John C. Elliott has been at that post so long and has given such efficient service that we simply would abolish the office if anything would occur to unseat him. The different adjustment committees were elected. I am absolutely sure that no mistake was made by the members in selecting its officers, as all the new officers are O. R. C. men from start to finish, also regular attendants and hard workers. I know that our Division will continue to improve and prosper in the future as it did under the old regime, and if we can keep it up to its present standing, as it will be turned over to the new officers with a clear record and clean sheet, which has already placed it where it belongs, at the top. Again let me make you a prediction: you will never see in our official organ where "Division 98" will not hold any meetings during the months of June, July and August," as some eastern and northern Divisions have done. We have a way of our own, down here, where some Brothers of the north and east term the Torrid zone. In fact, we will make it much hotter for non-attendants than the weather if they fail to show up on call. Our Division officers always try to make the meetings interesting and we never fail to have a good attendance. After our election we were treated to as fine a lecture as one would care to listen to, by a visiting Brother. That Brother certainly deserves all the plaudits that we could possibly bestow. For more than one hour Brother J. D. Keen, our General Chairman of Adjustment Committee of L. & N., poured forth the eloquent words of advice and instruction. Come again, Jeff, you "done" us good. I cannot quit without telling you of another rare treat of which we were the recipient. Our Ladies Auxiliary invited us to a reception, in honor of their Grand President, Sister Moore. What a wonderful woman! Were we surprised? Well! we did not know that such a grand, glorious woman existed as she is. She

not only aroused our enthusiasm, but won our hearts as well by her eloquent burning words that seemed to tumble over each other in their effort to find articulation. Nearly every branch of the profession assembled to hear this grand woman express her views of the work done, and ought to be done by this indispensable branch of our Order. All were deeply impressed with this woman's striking individuality, sincerity and strong personality. Standing there last night before that throng, her face almost sad in its earnestness, she looked as if she knew our needs so much better than we, and seemed to gaze far away into futurity, and to realize the direful straits we were in. Truly an inspired woman, exclaimed all. Time passed too quickly with us all, and every man, woman and child regretted to have her cease. However, to break the spell that seemed to come over the crowd, there was something else coming. Brother C. H. Beal was called on. The only Beal—Beal, the man and Brother, one whom all love, a charter member of Division 98. A man that talks, who has a tongue to lash an enemy or praise a friend. This is our Beal of Montgomery Division 98. He is with us all the time and we are proud of him, a man who helps to scatter sunshine along the rough pathway of anyone who needs a helping hand and a kind word. I only wish we had both Sister Moore and Brother Beal with us all the time. Then we could look sorrow and adversity calmly in the face knowing that these two great souls could easily smooth over all hard places, and make us take our medicine easily. After a few well chosen remarks we were served with a delightful repast, after which we adjourned to our homes.

Montgomery, Ala. O. Possum.

Editor Railway Conductor:

Monon Division No. 89 had a very large and interesting meeting on the occasion of the election of officers, the result of which has, of course, been reported to you before this. Many of the old-timers were present, some of whom don't attend very regularly on account of business and other good reasons.

Brother "Tom" Lannahan, Depot Master 10th Street Union Station, Brother "Tom" Hanlon, of Indiana and Brother "Curt" Dodson of East St. Louis, Ill., all of whom don't get to come very often, were present, active, and interested for the good of the Order. However, there was one gray head that we missed, missed badly, namely, that of our Secretary and Treasurer, Brother S. M. Lawrence.

He was absent, something unusual for him. He met with a very serious ac-

cident a few days prior to election. While out hunting on his farm he shot himself in the foot, and it had to be amputated. Brother Lawrence has the sympathy of the entire Division.

The Louisville and Nashville system conductors have gotten quite "toney" lately and are right up to date with a salaried chairman at \$2,500 per year.

There were two very worthy aspirants for the place, Brothers "Jeff" Keen and "Ed" Brady; Brother Keen, being about two inches the taller, knocked the plum.

Brother Keen, while running a train for some years, has studied law and has been admitted to the bar, and for that and other reasons the conductors on the L. & N. thought him a most suitable man for the place.

Success to him, is all the harm I wish him.

Old Monon is in good condition financially and otherwise. That the boys have the good of the Order at heart is shown by the fact that there is little or no material around Louisville you can make an O. R. C. man of, for as fast as they show up, they are "nabbed" and brought into the fold.

Changing the subject. By the way, I saw that the telegraphers who have been on a strike so long had about lost out. And the Order of Railway Telegraphers sat quietly by and saw it done, and so did all other organized labor, without as much as even raising a hand to help them. But then, there should be no kick coming from anybody so long as organized labor is satisfied to do business that way.

It's different with capitalists and corporations, though. They stand together and fight. The Western Union and the Postal Telegraph will fight each other for business and advantages, but when the common enemy, labor, is to be encountered, they cease quarreling among themselves and stand shoulder to shoulder and fight him, and smash him. Organized labor sees how it is done, but they are too slow to adopt the same methods.

Now, Brothers, when I am speaking of organized labor, in the above, do not get it into your heads that I am casting any reflections upon the O. R. C., B. L. E., B. R. T., or B. L. F. No! No! Not a bit of it; they do things up all right. They all stand by each other in the hour of trouble, and if anyone rises up in meeting to dispute me, all I have to do to prove my assertion is to point to the C. B. & Q. strike twenty years ago and call your attention to how nobly the conductors, firemen and brakemen stood by them, how the engineers, firemen and brakemen stood by the con-

ductors during the M. & O. strike, about four years ago, and how the conductors engineers and brakemen held up for the firemen on the Southern Pacific about a year ago. Yes, sir, we are the people, from the engine back to the caboose. Engineer, fireman, brakeman and conductor—when any of those four gets into trouble the others stand right by him—and see him thoroughly whipped.

Boys, don't you see that you are "dead easy"? Will you ever see and grasp your opportunity?

Democrats and republicans are ever ready to go at each others' throats for advantage and position in the political world, but even they get together on lots of issues. Manufacturers will cut, slash and fight each other in the commercial world, but whenever labor shows her teeth, the former drops all differences and get together to fight the latter. And what is true in the above cases, is also true in the case of all capital against labor. Capital will stand together all the time and labor, the mightier of the two, is scattered. Why is it? What an opportunity for a leader to rise up and unite them.

Wouldn't it have been an awful thing for the country for the engineers, firemen, conductors and brakemen of the great Louisville & Nashville system to have risen up and said to the management, when they discharged operators for being members of the O. R. T., "You put those men back to work or we will tie your road up from New Orleans to Cincinnati and all its intermediate branches." I say wouldn't that have been an awful thing for those bread winners to have done? Say, if you were organized properly it would never come to that, but you would get proper recognition and your just dues, and Brother Conductors and Engineers, don't you think for a moment, or flatter yourself with the idea that a little operators' or brakemen's defeat at the hands of capital, might in no way affect you, for just so sure as night follows day, it weakens your cause and your strength as an organized unit of labor, to say nothing of it weakening you in principle.

"Am I my Brother's keeper?" I surely am, and any harm that befalls him while I stand idly by and allow it, will surely be to my discredit sooner or later.

It is contended by many that the four organizations that are represented on our trains can not be federated on a working basis fair to all. I don't believe that. I believe they can. If they can get along peaceably on a train they can do the same in a federated council.

Some of the opponents to such a federation have asked me if I had a feasible

plan for such a federation. No, I have not. I am kept too busy clubbing the wolf from my door to devote much time to the study of the question.

But let me tell you something. If I had education and influence enough to be chosen a Grand Officer in any of the four Orders with salary enough for all my legitimate wants, I feel pretty confident that I could formulate such a plan. At least I would be found trying.

Those four Orders in question are not doing for their membership what they are capable of doing, in proportion to the money they cost. I said in the same connection, some time back, that these organizations were not delivering the goods, and they are not. For instance: let me give you a few statistics I have gathered in my rounds:

The average rate of pay among some of the trade unions is as follows:

Bricklayers, eight hour day	\$5.60
Stone Masons, eight hour day	4.40
Carpenters, eight hour day	4.30
Plasterers, eight hour day	5.30
Stationery Engineers, ten hour day	5.00
Electrical Engineers, ten hour day	5.00

RAILROAD MEN.

Railroad Engineers	\$4.45
Firemen	2.66
Conductors	3.86
Other trainmen	2.46
Machinists	3.03
Shopmen, laborers	1.99

I have gotten those figures from trade union men, from railroad employees, legislative committees and from my personal knowledge and experience. They are not far from being correct. In the case of the railroad man's wages, in some instances, I will admit, they are higher, but it is also a fact that in some cases they are lower. The above is to be taken as an average.

A railroad engineer gets \$4.45 for ten hours, and is required to risk his life, limb and use the best trained judgment, while the stone mason or bricklayer, not one-fourth so exposed to danger or death, and not required to use a tenth part of the judgment, gets \$5.60 for a day of eight hours.

The same is true of the conductor, as compared with any of the trade union men. That should not be. If a bricklayer or stone mason is worth \$5.60 and \$4.40 for an eight hour day, an engineer or conductor is worth \$8.00 at least for a ten-hour day, and brakemen and firemen as much in proportion. No one can deny that and be fair, and if they ever develop gray matter enough, they will get their heads together and change that scale of wages in their favor, and I

hope I will live to see the day that they will do it. "The world was made without capital, but it had to be made by labor."

I have not railroaded for some years: I never expect to railroad again, but I love railroad men and especially the great Order of Railway Conductors, and while life and reason lasts I intend to raise my voice and use my pen even if it is an uneducated pen in the defence of the class of men I worked with so long. Louisville, Ky. VERITAS.

Editor Railway Conductor:

It has been some time since I have seen anything in THE RAILWAY CONDUCTOR from Division 249 and I will endeavor to let the Brothers of the Order know what is going on in the extreme northwest. At our regular meeting held on Sunday, November 24th, officers were elected for the ensuing term.

The election went off without much opposition and every one seemed satisfied with the choice. Our Division is doing nicely, taking in new members at every meeting.

The Ladies' Auxiliary, of Mount Tacoma Division No. 35, served a very fine lunch after meeting, which was enjoyed by all, and speeches were made by the newly elected officers, with a hearty thanks to the ladies for the delicious repast, and for which the ladies deserved much credit for their thoughtfulness.

Brother J. S. Page installed the new officers with much dignity and credit to our Division, admonishing them to learn their parts. While I am on this subject, we would like to know when President Garretson is going to get out our new ritual that was brought up at our Grand Division session in Memphis.

The Brothers are all working overtime on the road now, business being pretty brisk. Grain is coming by train loads from eastern Washington, as fast as cars can be furnished. The rainy season has also come on with a rush and it is doing some damage to railroads out here.

Our newly elected Chief Conductor, Brother W. Fairchild, is making a trip to the east and south to New Orleans, La., and California. He will, no doubt, be agreeably surprised to find out he has been elected. CORRESPONDENT.

Tacoma, Wash.

Editor Railway Conductor:

Division No. 36 has had an election and by it I have become its correspondent, therefore I will make an effort to fill my office by giving you a small letter and hope all others elected will make as good an effort on their part as I do, and if they do, I am sure this will be

a year that our Division is well officered.

At our last meeting we appointed a committee of three to call on the Ladies Auxiliary and arrange for joint installation, and I want to say they are good fellows at the business, and when the time comes for this affair it will be a grand success, as they leave nothing undone, and I am sure the ladies will be equal to the occasion as they never fail to do a little better than their part. Therefore, those of you who wish to enjoy yourselves had better put in your appearance, for we will surely have a good old-fashioned time, as we have the finest Division room in the middle west as well as one of the swellest banquet halls of the country, so I, in the name of Arkansas Valley Division No. 36, extend to you and all members at large, an earnest and Brotherly invitation to joint us on this occasion.

Brother B. F. Prince, who had the misfortune to lose a limb on account of some disease of the bone has been brought home from the hospital and is with us again.

Brother P. J. Lane (the poor old batch.) has had to lose a few trips this month on account of some kind of sickness (not home); poor old man, it is a pity some old maid (of rocks) don't get hold of him and make him a good home, for he is the model some one of that kind is looking for, but he is not alone on that list, we have several good fellows out here members of Division 36 who make big money and throw it at the birds, because the girls seem to be so scarce. I hope this will be the means of informing some good ones of the golden opportunities awaiting them in the golden west and they will lose no time in looking into this matter and put in a bid.

Brother C. E. Hardesty has returned to his position on the Mo. P. after a ninety day leave of absence, prospecting, and am glad to say he has almost made up his mind to stay with us. Nothing like Colorado sunshine, Brothers; don't leave it, for I am sure it will not follow you.

Brothers, I am going to give you a little tip. If you have a grievance, if you have a kick, if you have any complaint whatever, make it in your hall of secrecy—don't take it to the street corner or (Mulleys') or any other loafing place you have, for if you do it reaches bad ears and the minds of evil doers, and it is only a matter of time until all of our business is before the official before it has been taken up through the natural channel. Therefore, I warn you to be careful, for I know what I am saying will come home to more than one of you ere you see this in print.

I will venture to say if we have as good

a representation of our membership in the Division room every meeting day as we see daily in the cigar stores and on street corners, I bet it would be far more interesting to you.

Now, Brother Editor, I am coming again, for this Division imposes a fine on me if I miss a publication of THE CONDUCTOR, and doubles it for each offence, so from now on you will hear from me and it is more than likely some of our members will too, if they are not as prompt as I am in all things pertaining to the interest of the O. R. C. Pueblo, Colo. A. B. HARSH.

Editor Railway Conductor: The Good of the Order.

In looking through the last CONDUCTOR I see many good things touching on very important and interesting subjects. But for a long while I have looked for an article on the true brotherhood of man, and while I may be a little eccentric on this subject which is one of the important features of our Order, wish to express my views on this line. I am afraid there is not the proper feeling existing with the membership, not only among the conductors, but with other organizations. The obligation we all take has but little bearing with so many that the sublimity of the starting is taken very lightly, consequently a Brother can starve or remain out of employment for all time and but little concern is given him. Our delegates go to the Grand Division, make many laws and change many more that are made, but where does the old worn-out conductor come in? Nothing is done to benefit him, he is relegated as a back number, and the young blood is using every means to crowd the old-timer off the field of action and the slightest defect in hearing or the use of glasses is a crime. The American Railway Association demand men not over thirty-five years and your eye sight must be able to read agate or nonpareil print at a distance of eight to ten inches readily. You must be able to hear a stop watch tick eight or ten feet from either side. What has the O. R. C. ever done or tried to do to change any of these bars to the conductor who has given the best part of his life to make the profession and the organization what it is. The Order of Railway Conductors is fast becoming an aristocratic club and the time is not far off when it will not be possible for the ordinary man employed by a railroad to hold membership. When a conductor has the misfortune to lose his position he is ostracised from society unless he has had the good fortune to hold a good run and has not allowed any of his

money to get away from him, and he is able to retire as a "Morgan" or "Rockefeller." It seems as if the conductors were fast getting in a position to be swallowed up by the B. of R. T. They are allowing the young organization to dictate in many ways, and they are fast becoming in the labor field as the Standard Oil Co. is in the business field. They hate and despise any who do not belong to the B. of R. T. and think as they do, and are an affectionate lot of boys, and it's almost time that we, as conductors, wake up and assert our rights and legislate for the conductor first, last and all the time. I believe in allowing them all that is due them. I will venture to say that one half of the B. of R. T. has never had the experience of the old link and pin siege and making all stops by hand brakes, and yet they will tell an old timer to get off the earth and the O. R. C. sits back and applauds. Where is the law to protect us from eavesdroppers? No man can serve two masters and do both justice. Nor can any man serve the B. of R. T. and the O. R. C. I am sure I will be criticised for these expressions, but I want to say now, be a man or a mouse, don't try to wear two "collars," at once.

Our correspondent will give the readers an outline of what is happening in Los Angeles Division No. 111. We are soon to have another Division organized here, which will make three.

And now, my Brothers, I do sincerely hope the conductors all over this broad land may use their best efforts to impress the minds of the American Railway Association that they should modify their rules to the extent of giving the veteran a chance to follow his vocation and not retire him for trifling defects over which he has no control, and instead of making old age a crime make it a pleasure to be looked forward to. I should like to hear from others on this subject. With best wishes for a Merry Christmas and Happy New Year to all. Peace on earth, good will to man, and may the Brotherhood of man grow and bring forth great good. C. R. W.

Los Angeles, (Cal.)

Editor Railway Conductor:

Election of officers of Division 310 has just been had.

The higher offices were filled with seasoned timber, especially dried and fitted to their respective places. The assistant Chief Conductor, W. D. Alfred, was lariatied from the field; being wild, he could not even sit still in the chair, probably because his feet didn't reach the floor.

He made good his name "Bizzy Izzy," or "Ubiquitous Willie," all the

same. He is the right one for the place, a good conductor and a hustler.

Ed. Stevens, as Outside Sentinel, is O. K. on the firing line—lost all his hair by the suction through the eye-hole of the outside door. With his seldom locks he is good for the job a life time.

Several of the regulars were unavoidably absent—heavy traffic. One of the old reliables I surely missed. To be in a meeting without the inspiring influence of Geo. F. Cranmer is to say the least, dispiriting. Everyone of us as an Order, needs his zealous and untiring effort. If a Brother were sick he was the first there; if one were in trouble he was the first at his service; and it would be serious trouble if he could not get him out. I wish more of us were like him.

When large railroad companies take offense and criticize the Attorney General for saying a few words in behalf of organized labor, it behooves all laboring men of allied interests to draw closer and be nearer to one another in the general upbuilding from within; that we may be mutually more able to withstand the shock from without.

If any of the Brothers are Jews, for Christmas I wish them a goose, other nationalities a turkey, and be thankful they don't get less. D. P. BAKER.

Mobile, Ala.

Editor Railway Conductor:

As I have just been elected your correspondent for Salida Division No. 132, and this date being the tenth anniversary of my retirement from actual railroad service after being in service forty-two years, I thought of sending you a little squib.

I commenced on the O. & M., (now the B. & O. S. W.) the fifteenth of October, 1855, but finished up on the Burlington November 22nd, 1897, and although December 29th next, I will be seventy-two years old, I could punch as many tickets, collect as many cash fares as any lad on the pike today, but our advanced style of all those lines are hard to make the high officers believe.

Well, we have had our regular election of officers of No. 132, first Sunday in this month, and our Division showed great wisdom in its selection of officers, the only faulty material I can see is the Chief Conductor, as he is thin and a light-weight, (only 250 pounds), but I am inclined to think he will pull through O. K., as this is his second term. All in all they are a fine set of officers and will make No. 132 sing high notes.

Salida, Colo. WM. L. HANCE.

Editor Railway Conductor:

For the past several issues of THE CONDUCTOR the members of Division

152 and doubtless others have been denied the pleasure of reading a letter from our gifted correspondent, Brother Tignor on account of this Brother having for some time been on the sick list. We are glad, however, to see him out again and hope he may soon be himself again. The members not wishing to be entirely lost sight of in THE CONDUCTOR have pressed it upon your humble servant to substitute for our regular for this issue, which I gladly agree to do to the best of my ability. We are proud to say that with the close of the year 1907, our membership will have reached about 130 members, and we believe we have just that many loyal members of the O. R. C. as will be found within the bounds of the Order, and as a healthy sign we are continually adding new members to our roll from among the young conductors. It is pleasing to note that we will have for our presiding officers the ensuing year practically the same Brothers who have so well served us during the past year. Indeed, it would be difficult to improve on our Chief, Brother Henry King, and on our long time and efficient Secretary, Brother Harris. They are the right men in the right place. It reminded us of old times to see Brother Frank Coleman acting Station Master at the Byrd Street station recently, during the absence of our regular Station Master. Brother Coleman was appointed Station Master some time ago but after a time he preferred to go back on his regular run and was reluctantly relieved from station work by the officials and much to the regret of all of us who know and appreciate his fitness for the position. We have only one fault to find with Brother Coleman and that is that he is cheating some girl out of a fine husband. The A. C. L. has recently installed all white men to freight crews, dispensing with the colored brakemen altogether. This, we believe, meets with the approval of all our conductors, although reducing the crew one man, we formerly had two colored brakemen and a white flagman, now the two men only.

No doubt our passenger men are breathing easier since the close of the Jamestown Exposition. True, the prosperity of our railroads operate directly for our good, but, for the past six months the strain upon our passenger conductors has been such as they could not hold up under as a continual thing. While the attendance at the exposition is reported by the exposition management as much short of their expectations, yet we think the south, and particularly that section through which our conductors operate, has been liberally represented. During the long, hot days this summer

the crowds on our trains were great and the work on our conductors was very strenuous, and especially so on those of our older Brothers. We give as a matter of reflection for our good Brothers of Nashville and Houston, a sample of one of our passenger runs out from "Royal Richmond," 293 mile run, forty-eight stops, ten car train, twelve hour schedule, and from 600 to 1000 passengers handled on a straight trip. Is this a good one or not?

At this writing there is a plan on foot for a big banquet to be given by our Division at Murphy's Hotel some time early in December in honor of our Ladies Auxiliary, and we doubt not that ere this letter is read we will all have enjoyed the social even in proportion to the zeal and earnestness with which our committee is making arrangements for its enjoyment. We speak for it success, as the arrangements are in capable hands. We all extend our heartfelt sympathy to our Brother, J. E. Clayton, who has during this year lost mother and father. Also, Brother Clayton himself was quite seriously injured a few days after having buried his father, a short time since, and was confined to the hospital on account of his injuries. We are happy to say, however, that he is out again and on his run. I hope the good Brothers of No. 152 will pardon me should I fail to make mention of some things which they may think I might have done; you know it is no little matter to get in touch with every little thing that may be going on among the whole of us. W. J. LAUGHON

Richmond, Va.

Editor Railway Conductor:

The following donations have been received at the Home for the month of November:

O. R. C. DIVISIONS.			
41.....	\$12.00	239.....	12.00
42.....	12.00	270.....	6.00
58.....	15.00	298.....	10.00
64.....	5.00	363.....	12.00
66.....	10.00	426.....	12.00
82.....	10.00	479.....	10.00
96.....	24.00	487.....	12.00
125.....	12.00	490.....	5.00
128.....	12.00		
191.....	12.00	TOTAL.	\$203.00
L. A. C. DIVISIONS.			
10.....	\$ 1.50	191.....	5.00
67.....	6.20	193.....	7.25
97.....	1.75	213.....	3.40
106.....	10.00	216.....	7.20
138.....	1.10		
144.....	15.00	TOTAL..	\$ 58.40
SUMMARY.			
O. R. C. Division.....	\$203.00		
B. R. T. Lodges.....	854.10		
B. L. E. Divisions.....	411.30		

B. L. F. Lodges.....	52.00
L. A. C. Divisions.....	58.40
L. A. T. Lodges.....	24.80
G. I. A. Divisions.....	22.00
James Costello, No. 270, O. R. C.	1.00
Alfred S. Lunt, No. 456, B. R. T.	1.00
Station No. 23, C. & N. W. Conductors' Room.....	3.72
Members of No. 172, B. R. T....	15.00
Station No. 20, Portage, Wis....	4.00
Collection taken up at Union Meeting B. R. T. Lodges, Kansas City.....	16.00
H. B. Parrish, No. 385, B. R. T.	1.00

TOTAL.....\$1,667.32

MISCELLANEOUS.

Shirts, Stockings, Handkerchiefs, from Atchison, Kansas. Sender Unknown.

Respectfully submitted,

JOHN O'KEEFE.

Sec. and Treas.

Highland Park, Ill.

Editor Railway Conductor:

No. 1 has held her election and yesterday we had the pleasure of installing her officers for 1908. As I do not wish to take up the room in our column will say that we have nearly the same officers as in 1907. We had an attendance of about eighty yesterday, including J. J. Shields of No. 128, B. F. Wills of No. 138, Geo. F. Stillman of No. 317, H. Tague of No. 96. Come again, Brothers, and bring your friends with you. Remember, it is a meeting of the O. R. C. that you attend and enjoy without considering the number of the Division. The committees for the coming year are all first-class, and we expect the same first-class results.

Sorry to record the passage through Chicago of Brother Newton, General Chairman of the Lake Shore, accompanied by his wife and son, on their way to Wisconsin, where he is to undergo a surgical operation with eighty-five per cent in his favor. We trust the Almighty will see fit to restore him to his family as well as the noble Lake Shore family of true O. R. C. men, whose welfare he looks after.

I like the letter in the November issue by "Booster." of Grand Junction, Colo.

In No. 1 we have Brother L. W. Carleton, who took charge of the St. Charles Hotel and disposed of it and took a larger and better house, the Continental, corner of Wabash Avenue and Madison Street, right at Madison and Wabash Avenue depot of all the four elevated roads. He is doing fine and let it be known by all ye Pilgrims who want to find a Mecca in Chicago, stop there on your way and be at home. Any O. R. C. business on "where can I get a job,"

at the Con. you will get "next." The boys make it their headquarters.

Brother Williams is doing nicely in a candy store on 55th Street on the south east side.

Brother A. H. Cutter has the finest retail millinery store in Englewood, on the south side, 6804 Halsted Street, and is doing nicely. We have several other members of No. 1 who are doing well in business. We of No. 1 boost our Brothers and I do not know of any knockers. If we have them they fail to attend Division meeting. No. 1 took care of the remains of Brother W. A. Clark of St. Louis and gave them the usual Christian burial.

Our sick list is very low and hope to hear at next meeting, "No one sick or in distress." Yesterday "No one out of employment," which is a fine record. The personal attention of our Chief Conductor got one Brother reinstated and we hope he will appreciate it and heed the advice given him by Brother Scanlan last month: "Young man, subdue your passions and do not fly off with your officials. Keep cool and if they fly off, say 'I will drop in and see you again.' It may mean a day or so loss of time, but nine times out of ten, it will be less than to both get hot and then have some conservative Brother take it up." I see Commodore Sheehan is still on earth. Rumor here is he is on a traction line. Say Commodore, how about traction conductors being taken into the O. R. C.? Write your ideas in the monthly for I have heard several ask what about these traction conductors and electric conductors. You know electric is in the Statutes now and how far will we go for "young blood"? I see the ideas I have laid before the O. R. C. in the past year are considered by our writers for the monthly.

I want to call your attention to them again.

1. Railroad companies to furnish the watches. By-the-way, that bill introduced in the Illinois legislature for a watch superintendent, we killed in time.

2. District representation in Grand Division.

3. Election of Jurisprudence Committee.

4. Legal Department.

5. Employment Bureau.

6. Union meetings, or a trip to satisfy the social side of past Grand Divisions.

These matters can be taken up under new business by our Division and some results attained. I heard that some of our good Brothers who lost out at the last session of the Grand Division felt hurt as a result.

Our trustees are responsible for their circular of July, 1907, which we have read very carefully and we must record for the benefit of the Order certain conclusions and ask someone to do a little explaining. This that I write now is cold business facts deduced from the circular: Cash on hand January 1, 1907, \$200,000, (round numbers); Interest \$8,000, a good showing for the Cedar Rapids banks; General Fund: In the Relief Fund \$42,198, no interest for the six months; Protective Fund \$100,000, no interest; now that fund amounts to \$200,000, and we have no strikes; our trustees certainly ought to be able to get 3½ or 4 per cent on it from some responsible bank, or put it in bonds that could be converted into cash inside of thirty days. It is too much money to be lying idle. Reserve fund January 1, 1907, \$400,000, and only \$4,000 interest, a two per cent interest; our trustees certainly ought to be able to get four per cent on this fund. Assets of Grand Division July 1, 1907, over \$1,100,000. Now I hope the January statement will show us an interest income of at least \$22,000. If it does not then please explain why the banks of Cedar Rapids or whatever banks the Order's money is deposited in cannot do it. A more satisfactory interest must show up or we will advocate cutting loose from Cedar Rapids and do our own banking business where we can get interest. Better pay our trustees a little more and let them see if our funds cannot be invested where we will get better results. Billy, do you see the hole in the ladder?

[NOTE.—The July Circular from which quotations are made show interest from Order funds \$8,019.78 and from Reserve Fund \$4,702.10, a total for the half year of \$12,721.98, and the interest returns on the same basis for the full year as it will be shown in the January Circular will not only equal the \$22,000 set up as what should be received, but will exceed it by at least \$3,000.00. This appears to be pretty fair "cold business" results.—PRES.]

As to THE CONDUCTOR, while it is a pleasure for me to write for it, which I have done since 1884 and have seen good results for the good of the Order obtained by discussions in it, and my writings must be appreciated or else No. 1 could not unanimously elect me for 1908's correspondent, yet, from a cold business standpoint it is a failure. Cost over \$13,000 and an income offset of only \$1,500; over 12,000 to the bad. Business would say, "cut it out." Well, what will we substitute? From a cold, business standpoint, you have gone on a business basis at your last Grand Division, and named your officers President and Vice-President, etc. You are paying

them handsome salaries, now let them run the business and hold them for results. I say the monthly does not pay, and is a failure and it is up to them to put it out or else make it pay its own way. There is a whole bunch of us who give our time gratis to fill its columns and it is a pleasure for us to do it. Many of our correspondents I know personally and several I have had personal correspondence with and they voice my sentiments as above.

[It hardly seems as if the Brother has taken into account that all along life's pathway we have and do things that do not *pay* us in *dollars and cents*—if he pays a cent for the morning paper does he get a cent back in any way—isn't the information or news contained in the paper ample *pay*? If you pay ten, fifteen or twenty-five cents for any other magazine do you expect to get a *money* return? Of course these instances might be produced indefinitely, but the point is easily seen. But there's another side to the question, or perhaps two sides. If all the information contained monthly in *THE CONDUCTOR* were to be sent to the membership by regular postage it would probably be more expensive. Then, too, there is a moral value in the fact that the Order of Railway Conductors has a national publication. Also, if each member of the Order would exert himself just a little and get ONE subscriber *then it would pay in dollars and cents.*—Ed.]

The letter of President Stickney of the C. G. W. contains the idea and conclusions I came to in 1890, when at Rochester, we changed the policy of our Order. Now at your last session you changed the policy to a business basis, and from now on, we must consider every thing from a cold, business standpoint. It is up to the administration to make good. There is a whole lot to be done for the peace, happiness and welfare of the conductor. Let every individual member put his shoulder to the wheel. Remember, we must all sacrifice a little time, labor and effort to better our walk in life. See if we can not, one and all, by a united effort, make 1908 a pleasant mile stone in life's journey.

A Brother made the remark that he hoped the clam shells down east would open up. Our eastern Brothers, we look to you to show the west that you are a united body and have at heart the manhood, integrity and moral courage to stand up for what is fair and right. The blood of New England from Bunker Hill to Santiago has always been true Anglo-Saxon American blood and proved itself on many fields of battle, and now remember the sentiments of your fathers and be true to the blood that flows in your veins.

Surprise the west with results. You can do it. If a party you have to deal with seems hard to deal with, remember he is a human being, a mortal man. He got his great lift as a strike breaker in 1894, but a certain amount of deception was also used. His bluff went with a class of men a little lower in the ranks of life, but fear not, others have taken the same stand and been retired. Success for all honest endeavors and may each and every one who holds allegiance to the O. R. C. find 1908 a year of pleasure, happiness and contentment. We trust God in His infallible wisdom will spare all our lives. MURAT.

Chicago, Ill.

Editor Railway Conductor:

As I was unfortunate enough to be re-elected this year for correspondent to *THE CONDUCTOR*, and as my time is about up, I thought I would say a few things regarding the newly elected officers.

We still continue to keep our good and faithful Brother, Thomas Lynch, in the Chief Conductor's chair, whose whole heart and soul is wrapped up in the Order and who is always looking out for the benefits and good of the Order.

The old stand by, Brother Gautier, has a record that you will have to go some to beat. He has served the Division twelve consecutive years and has commenced on his thirteenth year. He tried his best to be defeated, but the Brothers would not stand for it and he was unanimously reelected.

The officers were installed as soon as elected and are all ready to commence the new year. Our Secretary's report shows five deceased Brothers the past year.

Business is booming along the Erie, Northern Central, Delaware, Lackawanna and Western and Lehigh Valley, and the boys are not kicking about making full time, but kicking for rest, and are unable to follow their car through the month.

A good many new men are being taken on, and still there is a shortage of brakemen and firemen. Promotion equals anything since the road was built.

The time is drawing near when our General Board will meet for the purpose of election of officers, and any grievances that may come before it.

Of course I will admit that there is a hard winter before us, and storms and cold waves to buck against, but we have done it before, and will have to take our medicine as it is dealt out to us, and as we are in for it, we must do the best we can; pay strict attention to our business and come out in the spring with flying colors and say: "We stood you, and now the sun is on our side once again."

The Erie employes are forming a pension plan and the company is in favor of it. A union meeting was held at Jamestown and the company presented an offer to bear half the expense of pensioning aged employes. The engineers, trainmen, machinists, telegraphers and clerical and operating departments of the road were represented. The plan discussed was that the employes make up one-half of the pension by paying small dues, the amount of dues and of pension not being settled. The men propose to form a pension association as soon as possible and another meeting will be held within two months to complete the plan for accepting the offer of the company and putting it into effect. The delegates at the meeting represented some thirty thousand employes of the Erie.

I am not worrying any about our newly elected scribe but if he cannot do any better than I have done I am sorry for him.

C. E. STICKLES.

Elmira, N. Y.

Editor Railway Conductor:

There was a good attendance with a bright spark of enthusiasm at the meeting on Sunday, November 3rd.

Although the attendance at our meetings is not what might be expected at all times, I am very pleased to say there has always been a sufficient number to admit of our conducting the necessary business twice a month during the whole of the year, which, perhaps, is a very good record. Recognizing this fact, there is yet room for better attendance and I sincerely hope that the next year will by some means of wireless telegraphy or otherwise, awaken a desire in the hearts of some of our members to that which is so justly due the officers of their Division. It would, of course, be unreasonable to expect to see the same faces at every meeting in an organization composed of such as ours, whose profession and duties sometimes of necessity take them away on date of meetings, but we have all taken a solemn obligation, Brothers, and no member can believe that he is living up to his obligation by merely paying his dues and occasionally attending a meeting. The Order is growing numerically and financially, and the members may well be proud of its progress and the honest and economical way in which its finances have been handled.

Another year will soon have passed away with all its joys and sorrows. Speaking generally, the year has been one of prosperity to the majority of the members of Division 17. Misfortune and adversities will come, however, no matter how prosperous the year may be.

Those for whom the sun has shone brightly should possess a happy and thankful heart, while others who have passed through the troubled sea can yet rejoice that there is much of joy and delight, of the privilege and opportunity for them, and for these things they can be thankful. We have been called upon to pay our last tribute of respect to three members during the past year, Brothers S. H. Defries, Jas. Carter and W. R. Hill, and we much regret having to report the painful accident to Brother Thos. Walls, by the misfortune of having his hand caught between the cylinder head of an engine and the end of a van in an opposite siding, which resulted in the loss of his right hand. Brother Charles Story is again at his home after another operation and it is now hoped that he may soon be restored to his usual good health. We are glad to know that Brother John Anderson of Division 345, is again on duty and able to sing as sweet as ever his favorite song, "Highland Mary." Never, perhaps, since the days of Robbie Burns has this beautiful ballad been rendered more pathetically.

Division Nos. 17 and 345 hold their Annual Ball on Wednesday, January 22, 1908.

We are glad to welcome Brother James Hamilton again among us. Brother Hamilton became a member of Division 17 in 1882; transferred to Division 120 in 1891.

The satisfactory results of the labors of the Local Adjustment Committee has been the means of cementing a greater bond of confidence between the officials and employes, and we believe is one of the secrets of the company's success, which to a very large extent of late has been lost sight of. Many remedies have been tried but the failure has been to strike the right chord. Never forget that all men are human; treat them accordingly and the result will be very much to the interest of all concerned.

The happy Yule-tide will soon be here. Christmas time is like the sun in that it leaves its impression on every circle of society from the highest to the most lowly. On Christmas day more than any other we realize the greatness of life and feel the infinite love and goodness that guides it. Let us not look upon Christmas time as one day only, but strive to keep our hearts cheerful and to continue in good will toward all. I assure you it is a great pleasure to me to have the privilege through THE CONDUCTOR to speak to our absent members and to wish them and their families a very Merry Christmas and Happy New Year, and the members of Division 17 extend the same greeting to all members of our noble Order.

Toronto, Can.

W. J. GRAY.

Editor Railway Conductor:

St. Paul Division No. 40, held one of those combination annual meetings, smoke, social; and recess luncheon, at a cafe, Sunday, November 17, 1907. This combination does not seem to give general satisfaction. Division 40 has infused into its veins considerable new blood the last few years, eight corpuscles being annexed to its system at this annual meeting. This young blood is clamoring for a different combination from the above and my commiseration is for those who feel so retired as to be out of sympathy with the youngsters. I think it safe to predict livelier doings one year hence.

The result of the election of officers records a few changes. Our venerable Chief retires after two terms of loyal and efficient service to Division 40 and the Order, possessing the confidence and esteem of its entire membership. His successor will, without doubt, fill the position acceptably, being an experienced officer, having filled the position prior to becoming a member of Division 40.

The meeting was largely attended and an enthusiasm manifested that was really refreshing. Several important questions had to be deferred, however, on account of the time consumed by the luncheon recess. The purpose of the meeting being deprived of those two valuable hours, has suggested to many the idea of a special meeting for the election of officers, and the suggestion seems worthy of consideration, especially by large Divisions like No. 40.

There is probably not one of our 40,000 members who will withhold his endorsement of the words spoken by our worthy and distinguished Brother, E. E. Clark, recently, in Chicago, in eulogy of our peerless President, Theodore Roosevelt, and, moreover, is it not the proper time to rally to his support—the emancipator of truth, honesty and justice? The lines of battle are being drawn and they are not political lines either, and are rapidly becoming visible to the most obtuse mind. The battle promises to be as important as that fought two thousand years ago by the same identical opposing powers, God and Mammon. There need be no fear of the result, but it may be advisable to sound the clarion note of righteousness that the victory may be as complete and decisive, vindicating again the principles of truth, honesty and justice.

The present conditions are not new to the world, although the methods adopted to meet the situation are without precedent. The purpose may be as claimed, protection for all, yet is it not just possible that another purpose is subserved

and is it not possible those methods will protect only the guilty from their full and just measure of responsibility and distribute the consequences of their folly and dishonesty so that only the innocent and too confiding, as usual, will suffer? Still they cry, more confidence! Such confidence as is indispensable to the success of the con-man! Honesty is what is needed, confidence is a corollary. A few weeks ago the news columns were teeming with accounts of bulging banks, today depositors are refused their hard earned honest money. Make ready, Mother Earth, for the return of your prodigal sons, the sky pilots of high finance sailing upon an atmosphere, the financial oxygen of which is consumed, and as you press them to your bosom, sing that homely and beautiful lullaby, "There is No Place Like Home," to soothe their mammon-racked brains. Tell them that the "simple life," cure has all modern cures faded, including the "Nelson." Tell them, also, to relate the sad story to their children in solemn tone. The lesson will but serve to impress upon their minds the permanent, incomparable and unsurpassed beauty of honesty and simplicity. Gentlemen, embrace Mother Earth and remain within reach of her apron strings, therein lies security and peace. The present struggle finds its counterpart in both ancient and modern history and the battle is only one of a series that have been fought since the world began. Each generation seems doomed to witness these ordeals due wholly to the perversity of human nature. The institutions and social customs fostering and encouraging the lapse of wisdom responsible for present conditions should be abolished.

Men and women should be measured by their modesty, character and business integrity, virtues which need not be disassociated from culture and education, instead of by the present standard resting solely upon title to worldly possessions. Bestow upon the former, ye moulders of public opinion, the adulation given the latter and consign the latter to the obscurity of the former. The effect will be most salutary to the cause of righteousness and a safeguard against a repetition of the present ethical, irreverent and extravagant conditions. The courage required today to combat the forces of Mammon is less sublime than that required in the early history of the world for the reason that a more enlightened civilization is the arbiter. Should the highest office within the gift of the people of these United States or any public office, be prostituted to Mammon, Innocence, Truth and Justice would be cruelly outraged. It devolves upon

every soldier of righteousness, or "the square deal army" to stand to his guns and be prepared to discharge his duty fully and conscientiously in defending the policies of our Chief Magistrate, against whom, in the performance of his full duty, the most scrupulous or critical cannot point the finger of remissness.

Over-confidence should be avoided as being the most dangerous element in the approaching test of strength of these two forces. It should be remembered that as an offset to the advantage of public enlightenment, the opposing power has accrued advantages through its long and uninterrupted career. The approach of the forces of Mammon upon the citadel of truth and justice may be likened to the uncivilized Redskin, waiting patiently for an opportune moment to destroy his innocent victim. Temporary disappointment or repulse does not impair his energy and fails to impress upon his untutored mind that Truth, Honesty and Justice are unconquerable and uncompromising foes. This invincible army is now being marshalled to the support of a gladiator such as the world has never before produced. Is it not awe-inspiring to reflect as we ask ourselves to what invisible and unknown power we are indebted for such a champion at this epoch-making period, and marvel at the soul's response.

There are many indications that this same power has again dictated a continuation of his reign. I am free to say that a more determined and loyal champion of innocence, truth and justice is not in evidence since the days of John The Baptist, and were it not for the proximity of the line of Divinity the comparison might with propriety be extended. Public servants should not be chosen who would subordinate principle to an ambition that can only be attained by cohabiting with evil.

It is entirely unnecessary to analyze the methods and conditions that have precipitated upon us the present state of affairs. The unanimity with which the name of Theodore Roosevelt is revered clearly indicates this. But let us beware of the treacherous Redskins clothed in the garb of Mammon, shooting their poisoned arrows of distrust and accusation into the ranks of his disciples. Hurl back these vile calumnies into the teeth of Mammon and his horde and quote to them the words spoken two thousand years ago, and vindicated again today: "Sow ye the wind and reap the whirlwind," again, "It is as impossible for a rich man to enter the Kingdom of Heaven, as for a camel to pass through the eye of a needle." Gentlemen, have not those words been

verified and the prophecies been fulfilled in our generation? Let us hark back to the teachings of two centuries wherein we will find not only a solution of our present difficulties, but, as I said before, a safeguard against a recurrence. Where then, is our much vaunted advancement aside from the sciences and inventions? Back-pedal, gentlemen, back-pedal.

The manner in which all, or nearly all, the leading dailies and magazines of the country support and defend the Roosevelt policies indicate how deep seated is the conviction that the "square deal" is the only yard stick by which our business transactions, as well as the strife between capital and labor, should be measured. That this rule will secure to us a permanent social, industrial and financial peace is absolute. "By their deeds ye shall know them," and by our deeds we shall be distinguished from the army of Satan. It is a just and holy struggle in which success will not imply spoils of war to the victor. Victory will mean the rehabilitating of manhood, integrity and moral courage into our lives, domestic, social, commercial and industrial.

The consciousness of an upright life is the only solace to the departing soul. Let us all realize this before it is too late and pause in our mad pursuit of wealth, pleasure and a social prestige based upon an unwholesome foundation, to think how empty it all is without a conscience that will acquit us upon our death-bed of dishonor to ourselves and fellow beings. When we are called upon to face this ordeal the knowledge that we have assisted others to the best of our ability will complete that fullness of contentment craved by the soul before it takes its departure from the body—given it for its protection and regard for which is so essential to its welfare, and dictate the blessing, "Well done, thou good and faithful servant, come, enjoy the Kingdom prepared for you."

Atonement for wrongdoing, necessary though it be, is pitifully inadequate to secure this most complete joy of the soul. "What profiteth a man to gain the whole world and lose his own soul?"

God is always victorious over Mammon but, alas, too often the proclamation is reserved for the death chamber, robbing the soul even to the grave of its birthright. Mammon is the most potent of Satan's emissaries because of the unbridled lust for display and extravagance.

The greatest blight upon humanity is Mammon-worship, and the greatest sacrilege is when the worship of God is subordinated to the former, within the churches and edifices designed for the

latter. He who can honestly afford to rent a front pew does well indeed. But should he look with disdain upon him who can only afford standing room at the door he is a hypocrite and is robbing his soul. The gates of paradise cannot be opened with a key of gold.

It would seem that in view of the world long struggle between God and Mammon the inscription should remain on the coin. To remove it savors somewhat of surrender. Our President's reasons for removal only bespeak his reverence for the lofty sentiment which it should inspire, thereby furnishing an argument in favor of its restoration. It has stood the test of centuries and can be trusted under any and all conditions.

The President's policy, viz., Federal control and supervision of interstate commerce and corporations, "not ownership," is of especial interest to all railroad men.

To me it seems as if this policy should receive hearty support. There is more regard for Federal than for state laws and this policy will secure for the railroads and their employes that respect which their value to the country clearly entitles them. The question of states' rights is not involved.

Adieu, Brother Scribes! The nomination for the office of correspondent for the ensuing year was declined on the ground that in a big Division like No. 40 no member should aspire to fill more than one office. Brother Editor, accept thanks for the consideration and courtesy shown my efforts to reflect credit upon Division 40, and the Order.

D. E. HASBY.

St. Paul, Minn.

Editor Railway Conductor:

Division 127 wishes to again be represented in THE CONDUCTOR. It is with regret that we inform all members of our worthy Order that the Chicago and Eastern Illinois railway has felt and is still feeling a great depression in our business. Our fond hopes for one month ago, in which we were confident that we could use a few good O. R. C. members, have been blighted. The general depression in business is on with us, and, unless there is a material change for the better soon, we fear that old St. Nicholas will put us down at the flag station on his annual continental tour.

Our new and modern shops at Danville are working the long-talked for day (eight hours), with eight hour pay. At the last meeting of the sand house convention there was strong rumor of three days a week work, but we are still in

hopes that this will not be the case. At our annual election in November, 1907, a most worthy and competent staff of officers were elected, and it is with great deal of encouragement that these officers enter into their duties of the new year. Our retiring Secretary, Brother Wm. Stephenson, after having fulfilled his duties as Secretary of Division 127, for twelve long years, was at last given a rest of one year, with the promise that he would keep his ever watchful eye over us. Brother Stephenson has, as I said before, performed his duties of office for twelve years and has missed but three meetings during this time, and in all this time there has never been any complaint, but on the contrary, every member of our worthy Division has always looked upon Brother Stephenson as we do upon an own brother. A familiar sight upon each meeting Sunday is Uncle Billy Stephenson getting to Division room with his books of office under his arm. An old lady recently moving into his neighborhood was overheard to say, "I wonder where that good looking gentleman preaches, anyway." Brother M. Miller has taken the oath of office as Secretary, through kindness and goodfellowship toward Uncle Billy, and he has the support of every member of the Division.

The Ladies Auxiliary to Division 127, held their annual election of officers December 3d, and those in attendance report a most satisfactory meeting. A number of our boys are doing a five and ten days' stunt, the result of what our worthy officials term the "new surprise test and examination." These tests consist of an employee of the company climbing a semaphore pole or block pole at some lonesome point between stations and holding his hat over the light that he may obstruct the view of this light long enough to let some tired and worn out engineer and conductor run by this block and then he is promptly handed in as violating a very strict rule. This may be fair and just, but it seems a little hard just at Christmas time, with so many eager faces watching for their Santa Claus and the father to know that he will have nothing but excuses for them. This so-called "surprise test," in my judgment is like the Irishman said to his wife, after he had given her a severe beating, "It is not because I hate you that I bate you, but it is because I have the authority."

I will now close our little letter, wishing all O. R. C. men and families a Merry Christmas and a most prosperous New Year.

LARRY.

Danville, Ill.

LEGAL

Legal Decisions of Interest to Railroad Men.

Prepared for The Railway Conductor by COLIN P. CAMPBELL, Grand Rapids, Mich.

Right to Strike—Lockout—Employees Refused to do Work for Shop Under Lockout—Picketing Injunction.

The bill in this case alleged picketing and intimidation against defendant, Mary Terry. This was denied and the facts appearing in the papers were:

"That on or prior to May 15th, or 16th, of this year, all of the defendants, except Terry and Waldron, were employed by the plaintiff as collar starchers in its factory at Troy. Some time prior to that time there had been a strike or lockout in the factory of Cluett, Peabody & Co., a firm or corporation doing a similar kind of business in the city of Troy, in that part of its factory in which starchers were employed. This plaintiff, Cluett, Peabody & Co., and other collar manufacturers in Troy, are members of an association known as the Collar and Shirt Manufacturers' Association of Troy, N. Y., and the objects for which it is alleged said Association was maintained, as stated in the affidavit of the president of plaintiff (Searle), are 'for the mutual advancement and protection and betterment of the common interests of the members thereof.' For some purpose deemed wise by the Searle Manufacturing Company after the strike or lockout of the starchers in the factory of Cluett, Peabody & Co, the plaintiff decided to have certain unstarched collars of said firm of Cluett, Peabody & Co., starched by plaintiff's employees, and on May 15th or 16th the said President Searle announced that purpose to his employees, and, in substance, that they would be expected to go to work upon said collars of said Cluett, Peabody & Co. on the following day, and, if none of them returned to work the following day, the president would be compelled to conclude that the said employees had struck; that one of the defendant starchers, ap-

parently speaking for all of the defendant employees of plaintiff, in substance, declined to do the work of the firm of Cluett, Peabody & Co., while not declining in any way to do the work as formerly done for the plaintiff. The defendant employees of the plaintiff did not return to work upon the following day nor at any time since to do the work of Cluett, Peabody & Co., as requested by the plaintiff's president, or the work of plaintiff. It is claimed on this hearing by the plaintiff that this act and what occurred at the time that this statement was made and as a result thereof constituted a strike on the part of the defendant employees. It is claimed by the defendants that what occurred at the time constituted a lockout by the plaintiff of its former employees, the defendant starchers here. By whatever name it may be called, it is apparent that the trouble between this plaintiff and such of the defendants as were its former employees had its inception by the assumption on the part of the plaintiff of the labor troubles of the firm of Cluett, Peabody & Co."

The court said:

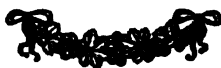
"The number of starchers employed by plaintiff at the time is given as about thirty. The plaintiff by this announcement to its employees undertook to add to their labors by giving them a portion of the work from the factory of Cluett, Peabody & Co. It does not appear that the wages of the defendant starchers were raised or offered to be raised, nor does it appear that any greater number of employees were to be put to work to do what necessarily, so far as appears from the papers submitted, would be an increased burden to these employees. So we find the proposition of the plaintiff to be an added labor for its employees with no additional compensations, nor any additional employees to assist in

doing the same. It may, I think, be fairly assumed that originally plaintiff employed only a sufficient number of starchers to properly do its own work. Cluett, Peabody & Co., was described on the argument as the largest firm of its kind in the country, hence, the labor of plaintiff's starchers must have been increased. So it is seen, if this labor disturbance is called a strike, that the strike of the starchers, was in fact, against an increase of labor without an increase of compensation, or a strike to improve their condition as laborers, although not so announced at the time. Such a strike has been held to be justifiable in this state. *National Protective Association vs. Cumming*, 170, N. Y., 315-322; 63 N. E. 369; 58 L. R. A., 135; 88 Am. St. Rep., 648. It is also fairly inferable from all the papers submitted here that the starching employes of Cluett, Peabody & Co., were members of this same union; hence, the defendants herein, plaintiff's employes, by declining to do the work of this firm, were seeking to aid their fellow members of the union in a peaceful way, so far as quitting work is concerned, which it has been held in this state, is justifiable and permissible. *National Protective Association vs. Cumming*, *supra*.

Subsequent to this 15th or 16th of May a system of picketing or patrolling the street in front of and about plaintiff's factory was instituted, and in this picketing or patrolling some or all of the former employes for the plaintiff took part. What occurred growing out of this picketing or patrolling is very much in dispute here. The plaintiff claims that it was carried to such extremes that parties who desired to obtain employment from it were coerced and intimidated and prevented from so doing, that others of its employes who did not strike were also coerced, intimidated, assaulted and prevented from entering and leaving its factory, and some of them disturbed from and on the way to their homes and at their homes. It is claimed by the plaintiff that this was carried to such an extent as to be a great hindrance to its business, and that substantial damage to it has resulted from such a course of action by its former employes and their aiders and sympathizers. On the part of the defendants, plaintiff's former employes,

it is claimed that only peaceful picketing and patrolling in front of the plaintiff's factory and the highway and street upon which it is located and in that vicinity was had, and that no person was assaulted, molested, coerced, or intimidated by them, and that nothing was done by any of them to in any way cause trouble or disturbance or any damage to the plaintiff or any of its other employes; that whatever disturbances, if any, there were to these employes or those seeking employment were occasioned by other people for whom these starchers were and are in no wise liable. Upon these points there is a very great conflict in the affidavits submitted as to just what occurred at different times. The defendant starchers deny in great detail anything except peaceful picketing or patrolling, and that only for the purposes of observation and peaceful persuasion. Answering affidavits are submitted by plaintiff on this hearing which deny some of defendant's affidavits and elaborate somewhat the charges made in plaintiff's original affidavits, and state some alleged new developments in the progress of the differences between plaintiff and the defendants herein, and also seek to connect these defendants with other litigation between other manufacturing concerns and their former employes now being had at Troy. The affidavits submitted by both sides are very voluminous, have been carefully read and patiently considered, and no good purpose can be conserved by their farther analysis here. It is proper, however, to state that this court has not read nor considered the papers submitted by plaintiff in the two cases of Cluett, Peabody & Co. and United Shirt & Collar Co., vs. Mary F. Terry and others, as it seemed manifestly unfair and unjust to these defendants so to do. Taking the complaint and answer and all the affidavits in this action submitted by both the plaintiff and defendants (with the exception noted), I am of opinion that there is not sufficient evidence before this court to justify a temporary injunction against the defendant Starchers' Union No. 2, of Troy, N. Y."

Searle Mfg. Co. vs. Terry, 116 N. Y., Sup., 438.



FORUM OF STANDARD TRAIN RULES

Edited by Geo. E. Collingwood.

Differences of opinion as to wording and meaning of train rules and orders have always existed. This department is edited by a practical train dispatcher of wide experience, and a student of the subject. No member should, however, permit any opinion expressed in these columns to influence him to depart from the rules or established customs of the road on which he is employed.

EDITOR FORUM—Note orders No. 4 and 10 enclosed. Please say if order No. 4 to hold main track is superseded by order No. 10, which in my way of thinking, only supersedes the change of meeting point. No. 2 has rights over No. 1 by direction. How would you interpret that part of order 4 reading "No. 1, Eng. 67, will hold main track?"

Train Order No. 4.

To No. 1 at Dauphin:

No. 1, Eng. 67, will hold main track and meet No. 2, Eng. 70, at Roblin.

G. A. B.

Train Order No. 10.

To No. 1, at Grandview:

No. 1, Eng. 67, will meet No. 2, Eng. 70, at Shevlin, instead of Roblin.

G. A. B.

ANSWER—What is meant by an order or part of an order? An order is the instructions contained in an order blank, part of an order is any part of such instructions. The rules declare that an order or *part* of an order may be superseded, and that an order remains in effect until fulfilled, superseded or annulled. It follows that an order which only supersedes a certain portion of an order leaves the part of the order which has not been superseded valid. It may be argued by some that in an order to meet and take siding there is only one movement and that if the one movement is superseded that it supersedes the whole order. To such as think this way we wish to suggest that the side

tracking part of an order may be superseded and in fact has been superseded many times in the history of the Standard Code and when it has been superseded it has not superseded the meeting point, and this fact should be sufficient to prove to anyone that the side tracking portion of an order is a "part of an order" within the meaning of the rule, and in case the meeting portion is superseded the side tracking part would remain in force.

I hear some one say, "that's all right, but did they not hold main track and is not that portion of the order *fulfilled*?" Let us see; the first order contained instructions that No. 1 will meet No. 2 at Roblin and that No. 1 will hold main track. This is all in a simple sentence and the hold main track refers to a meet with No. 2 if it refers to anything, and in consequence it cannot be fulfilled without the presence of No. 2, any more than the meeting portion of the order can. If this is not true, then they could hold main track anywhere to fulfill the order.

We believe that the "hold main track" refers to the meeting of the trains where ever that meet may be and when it is desired to supersede an order or a part of an order the "instead of" must refer to the part of the order to be superseded or no supersedure takes place.

We do not wish to endorse this form of order as it seems to be a very poor form. An order reading, "No. 1 meet No. 2 at Roblin, No. 2 side track," would more clearly define the meaning.

EDITOR FORUM—You will please explain in your next issue under the Standard Code of Rules:

West bound trains are superior by direction.

Order No. 1.

1st 92, Eng. 6, has right over 1st 93, Eng. 7, A to B over 2nd 93, Eng. 8, to C, and over 1st 95 to D.

Order No. 2.

1st 92, Eng. 6, has right over 2nd 93, Eng. 8, to B instead of C.

Order No. 3.

Order No. 2 is annulled.

As we have different opinions what movement has 1st 92 and 2nd 93? Also please state what part or parts of order No. 1 is good.

A BROTHER O. R. C.

ANSWER—Order No. 2 supersedes, that is, takes the place of, that portion of order No. 1 which refers to 2nd 93. This has the effect of making that portion of order No. 1 which refers to 2nd 93 of no effect. Before order No. 3 is sent 1st 92 has right over 1st 93 A to B, and 1st 95 A to D, under order No. 1 and has right over 2nd 93, A to B under order No. 2. When order No. 3 is sent it simply annuls order No. 2 (1st 92 has right over 2nd 93 A to B) and this does *not* restore order No. 1 as originally sent. That is, when once an

order has been superseded or annulled if the order that superseded or annulled it is itself superseded or annulled it does not restore the former order.

After order No. 3 is sent, 1st 92 has no orders in effect against 2nd 93.

EDITOR FORUM—Please give ruling on the following:—No. 282 scheduled to leave A at 6 a. m., and arrive at C at 6 p. m., but arrived at B and is annulled B to C. Same crew get an order:

Eng. 1350 will run extra B to A, No. 282 is annulled B to C.

Should this order be signed by extra 1370 and no one to sign the annulment of No. 282, or should No. 282 sign the order also?

Frankfort, Ind.

A MEMBER.

ANSWER—The crew of No. 282 have right to schedule 282 A to C and when that schedule is annulled B to C, the crew of No. 282 must sign the annulling order taking away the rights of schedule 282 B to C as they hold the right to such schedule. The annulling order should be addressed to No. 282 and this annulling order may also contain the order for Eng. 1350 to run extra B to A in which case the conductor's name signed to the one order is sufficient. If combined the order should read: "No. 282 of December 1st is annulled B to C. Eng. 1350 run extra B to A."

Q We have received a copy of The Fourth Edition of "Questions and Answers" by G. E. Collingwood, and do not hesitate to say that we believe it is the best publication on the subject in existence. * * * * *

It has been enlarged and greatly improved. Contains all *American Railway Association Rulings, Standard Code of Train Rules for Single and Double Track, Diagrams of Hand and Train Signals, and all Questions used in Examinations with their Correct Answers.* Makes Examinations easy. Order Today.

\$1.00 Postpaid.

TRAIN DISPATCHERS' BULLETIN, - - Toledo, Ohio.

OFFICIAL CHANGES

F. D. Hahnskeen has been appointed trainmaster of the St. Louis & San Francisco at Sapulpa, I. T.

Thomas G. Welch has been appointed assistant trainmaster of the Boston & Albany at Albany, N. Y.

W. E. Costello has been appointed division superintendent of the Central Vermont at New London, Conn.

J. B. Whitehead has been appointed purchasing agent of the Lehigh & New England, with office at Philadelphia, Pa.

S. M. Felton on November 26 tendered his resignation as president of the Chicago & Alton to become president of the Mexican Central.

R. W. Evans, master mechanic of the Alabama Great Southern, has been appointed superintendent with headquarters at Birmingham, Ala.

H. V. Hiliker, trainmaster of the Union Pacific at North Platte, Neb., has been appointed superintendent of the Union depot at Denver, Colo.

The jurisdiction of the Oregon Railroad & Navigation Company has been extended over the Corvallis & Eastern: M. J. Buckley, general superintendent.

E. L. Burke has been appointed superintendent of the second and third divisions of the St. Louis, Brownsville & Mexico, with headquarters at Kingsville, Texas.

T. McCaffery has resigned as assistant division superintendent of the Southern Pacific at Los Angeles, Cal., to become master of transportation of the Pacific Electric Railway of Los Angeles.

M. B. Cutter, general manager of the Lehigh Valley, announces that the portion of the company's road east of and including Parkview Station, N. J., with the national docks, Jersey City and Newark terminals, will hereafter be known as the New York division, with C. T. O'Neal as superintendent, with headquarters at Jersey City, N. J.

T. M. Wallis has been appointed trainmaster of the Missouri Pacific at McGehee, Ark.

J. M. Jones, chief dispatcher on the Detroit, Toledo & Ironton, has been appointed trainmaster at Napoleon, Ohio.

John H. Kennedy has been appointed general manager and auditor of the Durham & Charlotte, with office at Gulf, N. C.

C. R. Hudson, vice-president of the Mexican Central, announces the appointment of J. N. Galbraith as general manager.

W. H. Sullivan has been appointed general manager of the Brookhaven & Pearl River, with headquarters at Brookhaven, Miss.

F. J. Norris has been appointed trainmaster of the Dallas and Ft. Worth branches of the Trinity & Brazos Valley at Teague, Tex.

J. W. Metcalf has been appointed assistant superintendent of the Los Angeles division of the Southern Pacific at Los Angeles, Cal.

W. Carswell has been appointed assistant superintendent of the Kalispell division of the Great Northern, with office at Whitefish, Mont.

R. E. Boswell, superintendent of the Alabama, Great Southern at Birmingham, Ala., has resigned to accept a position with the Seaboard Air Line.

T. L. Dumas, trainmaster of the Atlantic Coast Line at Wilmington, N. C., has been transferred to Charleston, S. C., in a similar capacity, succeeding C. M. Brand, who has been appointed trainmaster at Sumter, S. C.

R. W. McCormick, assistant superintendent of the Canadian Pacific at Montreal, Que., has been transferred to Ottawa, Ont., as assistant superintendent of district No. Four. W. B. Cronk succeeds Mr. McCormick as assistant superintendent of district No. Two at Smith's Falls, Ont.

E. S. Moore has been appointed assistant superintendent of terminals of the St. Louis & San Francisco at St. Louis, Mo.

W. E. Wheelock, trainmaster of the Cincinnati, New Orleans & Texas Pacific at Somerset, Ky., has been appointed superintendent of terminals at Chattanooga, Tenn.

J. L. Trunden has been appointed acting superintendent of the Boston & Albany at Springfield, Mass., to succeed Charles Firth, who has been granted a leave of absence.

L. R. Clausen, signal engineer of the Chicago, Milwaukee & St. Paul, has been appointed superintendent of the Prairie du Chien and Mineral Point divisions, with office at Milwaukee, Wis.

E. H. Coapman, general superintendent of the Southern, with headquarters at Danville, Va., has been appointed manager of the northern and eastern districts, with office at Washington, D. C.

W. E. Scott has been appointed trainmaster of the western division of the Louisiana Railway & Navigation Company at Shreveport, La. A. L. Day has been appointed trainmaster of the eastern division at Baton Rouge, La.

F. A. Lister, heretofore acting manager of the Galveston, Houston and Henderson, has been appointed superintendent, with headquarters at Galveston, Texas. J. H. Hill, having regained his health, has resumed his position as manager.

H. S. Jones has been appointed division freight agent of the Chicago, Burlington & Quincy at Sioux City, Iowa, with jurisdiction over the lines from Sioux City, Iowa, to O'Neill, Neb., and from Sioux City to but not including Fremont, Neb. Effective on November 20.

E. E. Johnson, assistant division superintendent of the International & Great Northern, has been appointed superintendent of the Ft. Worth division, with office at Mart, Texas. J. B. Whittington succeeds Mr. Johnson as assistant superintendent of the Ft. Worth division at Mart.

C. M. Bryant has been appointed acting trainmaster of the Ft. Worth and Henrietta divisions and Sherman and Cleburne branches of the Missouri, Kansas & Texas at Denison, Texas. J. R. Shaughnessy has been appointed acting trainmaster of the Dallas and Denton divisions and Bonham branch at Denison.

W. A. Whitney, superintendent of the Union depot of Denver, Colo., has been appointed division superintendent of the Union Pacific at Ogden, Utah.

H. W. Hamm, heretofore trainmaster of the Chicago, Burlington & Quincy at St. Joseph, Mo., has been appointed division superintendent at Centerville, Iowa.

James Berlingett, general superintendent of the St. Joseph and Grand Island, has been appointed general manager, with headquarters at St. Joseph, Mo.

F. S. Rawlins, heretofore superintendent of transportation of the Kansas City Southern, has been appointed trainmaster of the Northern Pacific at Missoula, Mont.

Edward C. Rendell, heretofore chief clerk of the general manager of the Mobile & Ohio, has been appointed superintendent of transportation, with headquarters at Mobile, Ala.

V. R. C. King has been appointed trainmaster of the Wilmington district of the Atlantic Coast Line at Wilmington, N. C., in place of T. L. Dumas, who has been transferred to the second division.

C. J. Larimer, heretofore division superintendent of the International & Great Northern, has been appointed superintendent of the St. Louis Southwestern, with headquarters at Mt. Pleasant, Texas.

R. E. Cahill, heretofore trainmaster of the Missouri Pacific at McGehee, Ark., has been appointed assistant superintendent at Kansas City, Kan. W. S. Coffin has been appointed trainmaster at Wynne, Ark.

C. T. Norton, heretofore superintendent of the road department of the Mexican International has been appointed superintendent of the Coahuila & Pacific division of the Mexican Central, with office at Saltillo, Mex.

W. R. Scott, heretofore general superintendent of the northern district of the Southern Pacific, has been appointed assistant general manager, with headquarters at San Francisco, Cal. J. H. Young, superintendent of the western division, succeeds Mr. Scott as general superintendent of the northern district, with office at San Francisco. T. A. Lawson, heretofore assistant general superintendent of the Chicago & Northwestern, has been appointed superintendent of the western division of the Southern Pacific, with office at Oakland Pier, Cal., in place of Mr. Young.

MENTIONS

Remittance slips bearing changes of address for the M. B. D. will not apply to address for THE RAILWAY CONDUCTOR unless so specified by letter accompanying. *Always give your Division Number* when writing to THE RAILWAY CONDUCTOR.

Glad to note the appointment of Brothers C. M. Bryant and J. R. Shaughnessy, as trainmaster for M., K. & T. Ry.

Glad to note the appointment of Brother Charles Swinger of Division 305 as trainmaster on the Sompter Valley R. R.

Glad to note the appointment of Brother C. E. Stafford of Division 256, as General Yardmaster for M. K. & T. Ry., at Waco, Texas.

Tom Fitsgibbons makes a strong statement in this issue. Don't fail to read it. He must be right as he is certainly properly endorsed.

Glad to note the appointment of Brother J. A. Shoemaker as terminal trainmaster of the Memphis terminal for the St. L. & San Francisco Ry.

Brother C. B. Henderson writes that his Division Card No. 21043 has been stolen. If found by anyone they will please send it to the Grand Secretary, Cedar Rapids, Iowa. Some receipts were stolen with the card.

A neat folder from the Congress Hall Hotel Co, shows Brother L. T. Royall of Division 221 as a director. Congress Hall is the name of the hotel and members of the Order and their friends can be sure of fair treatment and a hearty welcome from Brother Royall, or General Manager S. A. Manuel.

Brothers—When writing to THE CONDUCTOR, or, in fact, any department, be sure to give your DIVISION NUMBER and STATE. You have no idea what an amount of work it will save us, and it is such a little thing for you to do.—Ed.

J. H. Parant of Division 413, has been appointed Railroad Inspector for the state of Massachusetts. Effective January 1, 1908.

Glad to note appointment of Brother C. C. Knight of Division 159, as trainmaster for the Mexican Central Railway. Headquarters at Tampico, Mexico.

Glad to note the appointment of Brother Edward Harrison as superintendent of the Mountain Division of The Kansas City, Mexico & Orient Ry. Headquarters for this division at Creel, Chihuahua, Mexico.

Glad to note the appointment of Brother E. L. Burk as superintendent of St. Louis, Brownsville & Mexico Ry. Brother Burk is a member of Division 7 and this promotion makes the "boys" happy.

Anyone knowing the whereabouts of W. F. Scott, who in 1891 was running a train out of St. Joseph, on the Rock Island, will confer a favor by addressing Brother S. C. Horn, Box 163, Monett, Mo. Very interesting information awaits Mr. Scott in Monett.

In an account of the deaths by accident in the railway service in Canada for month of October, published by "The Labor Gazette," the curious fact is noted that out of thirty-six deaths, fifteen of them were caused by being *run over by trains*, two were struck by engines, and four were struck by trains.

We note that Brother F. G. Thomas, who runs one of the N. Y. Central flyers between Buffalo and New York, is also engaged in the shoe business—he calls it the "Up-Building Shoe Co."—located at 89 Grant Street, Buffalo, N. Y. He says, "Your shoes 'Auto' be repaired. Why not let our Auto call for them? It will cost you no more." Buffalo Brothers "Auto" take notice and tell your friends.

We note that New Jersey Division 294 held a very successful entertainment and drawing on Saturday evening, November 16, at which the following were the lucky numbers:

Ticket No. 1741 won first prize, gent's gold watch; ticket No. 3067 won second prize, lady's gold watch; ticket No. 1458 won third prize, a handsome toilet set. The committee desire to extend the thanks of the Division for the support given by the members of the Order in general for their assistance.

A Rare Chance.

We have been fortunate enough to secure an arrangement with the publishers of Physical Culture Magazine by which we can make the following offer:

Bernarr McFadden's Book—Building of Vital Power	\$1.50
Physical Culture Magazine	1.00
THE RAILWAY CONDUCTOR	1.00
	\$3.50

To points in the United States or Mexico we will send all three for \$1.75. If you don't want THE RAILWAY CONDUCTOR or already get it, have it sent to some friend or enemy. Physical Culture and Bernarr McFadden's book ought to be in every household—especially if there are growing children.

Brother J. W. Carr, a member of Division No. 117, advises that his Division Card was either lost or stolen from him while he was employed at Staples, Minn., on the Northern Pacific Railway in August last, at which time he was injured, and that he left his belongings, including his Division Card, at Staples, and this office has learned that the Card in question, No. 14920, issued to Brother Carr, has recently been in the hands of a man around Columbus, Ohio, asking for assistance from members of the Order. Inquiry develops that the man has now left the locality of Columbus, Ohio, and we earnestly ask that members will keep a lookout for this Card, and if found, please take it up and return to the Grand Secretary, regardless of whose hands it may be found in at the time it is discovered.

Glad to note the appointment of Brother C. J. Lorimer as Division Superintendent of the Cotton Belt at Mt. Pleasant, Texas. This looks good to us.

511—COLUMBUS, COLUMBUS, MISSISSIPPI, every Sunday, 9 a. m., Fraternity Hall, Main Street.

E. B. Taylor, 1117 College St. C
T. M. McCaul, 922 4th Ave.

Organized December 1st, 1907, by W. M. Clark, Third Vice-President, 24 charter members.

We note the following from the East St. Louis Daily Journal of Nov. 29, 1907:

"L. W. Cherrington of this city, for many years a railroad conductor, and for over twenty years identified with the Order of Railway Conductors, of which he is still a member, has been appointed special agent for the Continental Casualty Accident Insurance Co., on the Illinois Central railway, with headquarters at East St. Louis."

The Echo of the Strike.

While the strike on the Colorado & Southern was in progress, a passenger on a D. & R. G. train at Helper, Utah, threw off an empty paper bag, which evidently had been used to cover a D. & R. G. lunch counter sandwich. Whether eating the sandwich or brooding over conditions, generally, made the passenger exceptionally pessimistic, we do not know.

At any rate, something inspired him to write on the bag as follows: "You railroad men who go on strike to raise your pay, don't know when you are well off. We, the traveling public, are now taxed to the breaking point for a railroad lunch, mileage, and storage of baggage, while you brakemen get as high as fifteen hundred dollars a year, for work that requires no special schooling, and no experience to learn. Go out on a ranch if you don't like your job; be a farm hand and get away from your troubles! But, no, you won't do that because you have a snap, and you know it. But, your union is a greedy optimist, a trust, a monopoly of labor, and is now opposing all the people, and that alone has raised the cost of living. Now, cuss! You can't change it."

This is a rather severe jolt from a passenger, and we attribute the ill feeling to the effort of the lunch counter sandwich. If the sufferer does not approve of the American brakeman, and his ambition to live well, he should have traveled over the Colorado & Southern when they were using Japanese and Mexican brakemen.—Railroad Trainmen's Journal.

We have received from Brother B. B. Ray, "The Manila American," dated Sunday, September 29, 1907. It is a sure up-to-date paper and looks just like an American paper. It's full of news and has lots to interest us on this side of the water. The following notice will interest all his friends on this side of the pond: "In selecting Major Beecher B. Ray, as permanent secretary, the Philippines Carnival Association has done one of the wisest things it could have done. Major Ray has had unusual experience in managing affairs of this kind and as a publicity promoter generally. It is understood that the only thing that stands in the way of the appointment is the consent of General Wood to his being detailed for this duty. General Wood could not perform a better service to the Philippines than to lend the Carnival Association this officer, or such time as his services might be necessary."

It may be news to some of our members that a strike was ordered at midnight, October 26th, last, on the Huntingdon & Broad Top Mountain Railroad, by the conductors, firemen, and trainmen. The Huntingdon Daily News of November 9th says:

"The Huntingdon & Broad Top strike is at an end, the strike breakers have left the country and, the regular men are back at their old posts, and the busy little road has once more assumed its usual activities, with freight and passenger traffic in operation all along the line as it was up till two weeks ago today when the strike was declared."

Rather a quick change in conditions in twenty-four hours, which is all the more to the credit of the contending parties—the railroad company and its employees—who have taken the wiser plan to settle their differences by making mutual concessions, the trainmen, for the most part getting their demands."

A Flood of Tears.

BY ONE BROWN.

T. A. O'Connor of the Missouri Pacific prohibition limited, is not a lover of the theatre. His wife, however, prevailed upon him to attend a performance by a celebrated emotional actress.

"The play was sad," said Mrs. O'Connor, in relating the incident afterwards. "But the acting was superb. Tom sat there apparently uninterested. Soon the troubles of the heroine multiplied to such an extent that handkerchiefs all over the house found their way to the eyes of the spectators. At the psychological moment, whatever that may be, Tom leaned forward and began to roll his

trousers above his shoe tops. 'Why, Tom,' I whispered in amazement, 'what on earth are you doing?'

"O, just getting ready to wade out," was the cynical reply."

The Real Article.

Just why Dr. Wiley, the Government's pure food expert, should have cared to take chances with restaurant food is not known. Not long ago he walked into a Washington cafe and took a seat. He evidently knew just what he wanted, for, waving aside the bill of fare the bowing waiter proffered, he said:

"Bring me a chicken pie—one of those little individual pies."

A few minutes later it was set before him, brown and hot, and with a smile of anticipation he broke the crust, to find, just beneath, a three-inch feather.

"Take this away," he commanded. "What does it mean, anyway; tell me that?"

The waiter, evidently a man of resource, for he immediately leaned over and said in a confidential voice:

"Why, I'll tell yo', sah. It's dis way. Yo' know dat Dr. Wiley been raisin' such er howl 'bout food not bein' what hit was claimed ter be, de cook des puts one chicken fedder in each one of dem pies to show ter folks dat dey's recebin' de genuwine article, sah!"—From Success Magazine.

In a recent letter from Brother B. B. Ray we note that he is Chairman of the Association of Visitors Committees for the Philippine Carnival Association. It is expected by the promoters of this Carnival that it will be rather more than is ordinarily suggested by that word—in fact it will be an exhibition of very much of the products and customs of the whole Philippine group of islands. There will be characteristically decorated booths and pavilions which will be open and where people from each tribe, town and province will display for sale their peculiar articles of smaller manufacture. There will be also booths of other nations and peoples and these will by contrast show what the Philippine people are doing and have done. It is expected that the carnival will begin the week commencing February 3, 1908, and will continue practically through the whole week. They think it is going to be the biggest affair that was ever pulled off in the east and anticipate a great success. We hope that anyone noticing this account will kindly speak of it to their friends, and those who contemplate a trip to the Orient this winter should make it a point to take in this carnival at Manila.

McClure's for 1908.

Plans for McClure's for the coming year have just been announced. The magazine, judging from its prospectus, will continue to deal with great and important subjects. The first of these began in the November number. It is a series of articles on

GREAT AMERICAN FORTUNES.

This series of articles by Burton J. Hendrick will tell the story of the most wonderful era of fortune building in history. The development of a virgin continent of boundless wealth within the memory of men now living is an industrial feat unparalleled in the history of the world.

CARL SCHURZ'S REMINISCENCES.

The extraordinary popular interest aroused by the two series already published has decided the editors to add several other articles during 1908. At the close of the war Mr. Schurz's acquaintances included nearly all the political leaders of the day. His estimates and descriptions of these men are invaluable for their remarkable vividness and the freshness of first-hand impressions.

ELLEN TERRY MEMOIRS.

It would be difficult to overestimate the importance of Ellen Terry's Memoirs—they are a chronicle of the literary and artistic development of the last half century. They present the impressions of a woman, who during her extraordinary experience came into contact with nearly all the foremost personages of her time.

THE LIFE OF MARY BAKER G. EDDY.

The articles on the "History of Christian Science and the Life of Mary Baker G. Eddy," by Georgine Milmine, have been recognized the country over as the most important series of the year.

GEORGE KIBBE TURNER.

and George Kennan are gathering facts for a series of articles dealing with perhaps the two most momentous questions which confront the American people. One is largely economic in its nature; the other is not only economic, but it touches almost every home in the country in a vital way. Definite announcements of these two series will be made later in the year. In Europe, Mr. Cleveland Moffett is gathering material for a study of the Hamburg filter plant and the story of a remarkable wild animal farm in Germany.

THE SERIAL OF THE YEAR.

Those who enjoy a good serial will do well not to miss "The Wayfarers," by Mary Stewart Cuttings, which begins in the December number. It is one of the rarest things in modern literature—a real love story—and the author of "Little

Stories of Married Life" has her own fresh and delightful way of telling it.

STORIES OF ADVENTURE.

Then, there are to come many good old-fashioned thrilling tales of adventure, both fiction and authentic narratives of personal experience. A series of adventures in the South Seas by a new writer, stories of the early days of the West when herds of cattle ran wild and hostile, Indians lay in wait for the dauntless pioneer. But most thrilling of all is a series giving the actual experiences of a detective who was involved in the wilder life of the West.

McClure's Magazine was advanced in price on October 1, 1907, to \$1.50 per year, but until February 1, 1908, *THE RAILWAY CONDUCTOR* will, by special arrangement with the publishers, accept your subscriptions for one or two years at the old very low rate of \$1.00 per year (add fifty cents for postage if to Canadian points, \$1.00 if to points abroad).

Three Years for 25 Cents.

Farm Progress, the big farm and agricultural monthly of St. Louis, Mo., announces that the subscription price will be advanced to twenty-five cents per year, beginning January 1, 1908. Until that date subscriptions will be accepted at the old rate of three years for twenty-five cents. Farm Progress is one of the best farm papers in the country, and well worth the advance asked. Send in twenty-five cents at once to pay for a three-year subscription. If you are already paid up in advance, send in twenty-five cents and have your time extended three years longer. A beautiful fruit picture, size 22x29 inches, will be sent for five cents additional to cover cost of tube and postage. Address all correspondence to Farm Progress, St. Louis, Mo.

The Youth's Companion in 1908.

The Youth's Companion announces, among the attractions of its fifty-two issues in 1908, 250 good stories—serial stories, stories of character, adventure and heroism by writers whose fame is now growing, and those now famous who won their first spurs in The Companion's columns. 350 articles—reminiscences, sketches, contributions to knowledge by men and women who have made their mark as statesmen, musicians, travelers, soldiers, philanthropists, physicians, lawyers, etc. 1000 up-to-date notes—on current events, discoveries and inventions in natural history, astronomy, physics and manufactures. 2000 one-minute stories—including anecdotes, miscellany, humorous and

character sketches. The weekly health article, the children's page, timely editorials.

A full announcement of the new volume will be sent with sample copies of the paper to any address on request. The new subscriber for 1908 who sends \$1.75 for the new volume at once will receive free all the remaining issues for 1907, including the double holiday numbers; also The Companion's four-leaf hanging calendar for 1908 in full color. The Youth's Companion, 144 Berkeley Street, Boston, Mass.

The New Photographs of Mars.

The December Century will publish for the first time, the best of the new photographs of Mars, taken by the astronomical expedition to the Andes in the summer of 1907, with a discussion by Professor Lowell of the significance and value of the work accomplished. Professor Lowell's summary of these latest observations of Mars, which were made under the most favorable circumstances, is:

That life is there is founded on no assumption, but on massed evidence that is conclusive, and the reader should realize that opposition to the idea that we now have proof of life on Mars is not based on reason, but on emotion, however speciously cloaked. All scientific objections have been met and shown untenable as to temperature, snow, etc., but human prejudice, as with the Copernican system or the origin of species, time alone can dispel.

Ideal Newspaper Fiction.

Stories of newspaper scoops on matters of current news are many, but it is seldom that a newspaper can claim a beat upon a popular novel. Such a triumph in the discovery of a popular novel was recorded recently by The Chicago Record-Herald, when it printed serially "The Wings of the Morning," by Louis Tracy. The judgment of the paper has since been verified by the unprecedented sale the book has had both in the United States and in England. The Record-Herald's keen judgment in fiction enables its readers to get the best novles often before they reach the book stands, while its policy of giving just the right amount daily and Sunday makes it a pleasure to follow its serials.

A radical departure in Sunday journalism was marked by the advent of the Sunday Magazine of The Record-Herald. It is particularly strong in fiction, both serials and short stories, and it has all the other attractive features of the famous illustrated weeklies and monthlies and challenges comparison with them.

The Holy Land Today.

Pass through the narrow streets where the lepers crowd around with horrible cries and beggars seem hardly human in their filth and rags and deformities. Go up onto Mount Zion and look off to the blue quiet hills of Moab, then stop to listen to a little Greek funeral service, rhythmical, plaintive, sung by a long-haired priest, a little blind boy and a peasant woman. Drive to Bethlehem and to the Church of the Nativity and see the Manger where the Child lay, guarded day and night by Moslem soldiers. Why guarded? Because every shrine is considered the property of some sect—Roman, Greek, Armenian, Copt, Assyrian or another, and, at the festivals of Easter and Christmas, especially, unless the Moslems keep order, blood is always shed. Think out over the land and remember that in the Turkish dominions the "only law is that of back-sheesh." Pondering these things, drive up over the Mount of Olives and look down at the Golden Gate of the city, walled up to these hundred of years, lest that King who once entered it riding on an ass, re-enter the same way. —Travel Magazine.

The Toll of the Tourist.

The business of entertaining the foreigner and of showing him the sights has become a leading one in several countries. If Ireland is sustained by the summer tourists, so, in much larger proportion, are Switzerland, France, and Italy. It will probably surprise most persons to know that the annual income of France from tourists is something like \$500,000,000. Paris bankers have even placed the figure as high as \$600,000,000. This is \$16 per capita compared with a per capita export of domestic products of \$25. The Swiss are said to be "a nation of inn-keepers," and any one who has traveled about in the twenty-two cantons knows how the people of that republic cater to foreign visitors. But very few realize that the income from pleasure seekers in the Swiss mountains and valleys is greater than that from Swiss exports of merchandise or from farm products. Italy has lately been forced to admit, through some of her economists, that the gold of the transient population is a source of profit ranking well up with that of industry and commerce, and further, that the northern part of the kingdom derives much compensation from the liberal tourist and collector. The tourist toll to Italy is now reckoned at \$100,000,000 a year, or nearly equal to the value of exports from January to May.—From "The Toll of the Tourist," by Charles F. Speare, in the American Review of Reviews for December.



In the coming election year with its tense interest in the trust, the tariff, the railroads, politics generally and political personages, the Review of Reviews will be doubly valuable to you. Twenty-five cents a copy, \$3.00 a year. The Review of Reviews offers busy people an education in current events that is concise, comprehensive and authoritative at a minimum cost of time, effort and money—all the magazines in one.

With Dr. Albert Shaw's monthly "Progress of the World," with the cartoon history of the month, with the timely contributed articles on just the questions you are interested in, with the gist of the really important articles of all the other magazines of the world served up to you, and reviews of new books—one can keep intelligently up with the times at a minimum cost of time, effort and money.

We want representatives in every community to take subscriptions and sell our book offers. Liberal commissions and cash prizes. A fine chance to build up a permanent and profitable business in your home town. Write today to The Review of Reviews Co., 13 Astor Place, New York, Room 500.

We have received a very flattering offer from the Sebring Pottery Co. of Sebring, Ohio, which will enable us to make an attractive offer to any of our members or members of their families, to get subscriptions for THE CONDUCTOR. Send us \$3.50 and we will send you a handsome forty-two piece dinner set. The dishes all have Roman gold borders and your initial in gold. Or, for \$2.60 will send you a thirty-one piece breakfast set beautifully decorated with Roman gold border and flowers and fruit in center. A year's subscription to THE RAILWAY CONDUCTOR is included in each of the above offers. Surely one of these sets would make any wife happy. They are not cheap goods, but good goods cheap. We have samples and know. Your dealer would charge you from eight to twelve dollars for goods not so good.

We note that Brother C. C. Prouse, of Division 347, is day yardmaster at Casselton, N. D., for the Great Northern.

The following Division Cards have been lost or stolen; if presented, please take up and forward to this office:

CARD NO.	WRITTEN FOR	DIV.
4844.....	H. Sharp.....	57
11473.....	J. W. Benton.....	89
14920.....	W. J. Carr.....	117
3741.....	E. O. Calhoun.....	175
18486.....	F. S. Davidson.....	373
21043.....	C. B. Henderson.....	379
15568.....	F' X. O'Neil.....	383

The 27th Annual Convention of the American Federation of Labor convened in the city of Norfolk, Va., November 11, 1907, and continued in session twelve days. As may be imagined, a vast amount of matter pertaining to the welfare of organized labor was considered. All the old officers were re-elected and Denver, Colorado, was selected as the next annual meeting place. It would no doubt be interesting to our members to give a copious extract of the work accomplished by the meeting, but space prevents.

Mme. Qui Vive Back From Paris.

Mme. Qui Vive, who writes entertainingly and chattily on beauty and other feminine topics in The Chicago Record-Herald, has recently returned from Paris, where she went to study beauty as the French see it. It is safe to say that it will take her a year to give her readers all the new ideas she gathered abroad. Feminine readers will be glad to learn that these are to appear from time to time in her well-known department, "The Woman Beautiful," in The Record-Herald. The immense popularity of Mme. Qui Vive's articles is largely due to the fact that her advice is of real value to women and is given in a delightfully original style. Even mere men are known to read with secret chuckles the piquant epigrams with which she heads her column every morning. Her wholesomeness as remarkable versatility have made her an eagerly looked for visitor in thousands of American homes.

The unique Sunday Magazine of The Record-Herald in text, illustrations, paper and presswork is a rival of the best independent periodicals. It has the real magazine quality.

Forbidding the Bans.

"Do you think it is right for a woman to marry a man out of pity?"

"Certainly not; pity and love are too near kin."

OBITUARY

- ABBOTT—Brother T. H. Abbott, Division 170, Camden, N. J.
AMOS—Brother C. C. Amos, Division 48, Detroit Mich.
BOOMHOWER, —Brother M. J. Boomhower, Division 159, City of Mexico, Mexico.
CLARK—Brother G. A. Clark, Division 1, Chicago, Ill.
COOMBS—Brother C. E. Coombs, Division 413, Boston, Mass.
CRAWFORD—Brother P. E. Crawford, Division 166, Newark, Ohio.
DART—Brother M. E. Dart, Division 217, Allegheny, Pa.
DAVENPORT—Brother T. F. Davenport, Division 241, DeSoto, Mo.
DETRICK—Brother H. Detrick, Division 317, New Haven, Conn.
DOWNEY—Brother T. Downey, Division 11, Newton, Kans.
DUNN—Brother C. Dunn, Division 10, Sayre, Pa.
FEY—Brother C. Fey, Division 333, Renova, Pa.
FLYNN—Brother P. J. Flynn, Division 40, St. Paul, Minn.
FULLAN—Brother A. H. Fullan, Division 14, Cleveland, Ohio.
GAGEN—Brother J. A. Gagen, Division 370, Providence, R. I.
GARRETT—Brother J. T. Garrett, Division 128, Cheyenne, Wyo.
GLASS—Brother T. H. Glass, Division 102, Grand Rapids, Mich.
HAYS—Brother Robert Hays, Division 328, Hillsboro, Tex.
HODGES—Brother C. W. Hodges, Division 308, Mt. Carmel, Ill.
LUCK—Brother N. N. Luck, Division 285, Spokane, Wash.
MAINES—Brother C. D. Maines, Division 102, Grand Rapids, Mich.
MATLOCK—Brother M. S. Matlock, Division 13, St. Thomas, Ont.
McDONALD—Brother T. McDonald, Division 26, Toledo, Ohio.
MITCHELL—Brother M. M. Mitchell, Division 31, Burlington, Iowa.
MURRAY—Brother O. W. Murray, Division 47, Winnipeg, Man.
REAMS—Brother E. Reams, Division 228, Ft. Smith, Ark.
REEDER—Brother C. W. Reeder, Division 51, Tyrone, Pa.
REEVES—Brother W. W. Reeves, Division 326, New Castle, Pa.
RICHARDS—Brother J. M. Richards, Division 163, Oil City, Pa.
ROBINSON—Brother J. S. Robinson, Division 229, Reading, Pa.
SEITHERS—Brother F. S. Seithers, Division 162, West Philadelphia, Pa.
SOUTER—Brother G. R. Souter, Division 227, Lincoln, Neb.
SNYDER—Brother N. F. Snyder, Division 222, Chillicothe, Ill.
STEVENS—Brother F. F. Stevens, Division 12, Scranton, Pa.
STEWART—Brother H. Stewart, Division 20, Collinwood, Ohio.
SUTTON—Brother C. Sutton, Division 165, Ft. Scott, Kans.
TATUM—Brother W. T. Tatum, Division 310, Mobile, Ala.
THRAILKILL—Brother H. Thrailkill, Division 392, San Bernardino, Calif.
WRITER—Brother G. M. Writer, Division 9, Elmira, N. Y.
YOUNTZ—Brother W. Yountz, Division 10, Sayre, Pa.
-
- EASTON—Wife of Brother J. H. Easton, Division 312, Weehawken, N. J.
FISTER—Wife of Brother M. F. Fister, Division 229, Reading Pa.
FORESTER—Son of Brother J. A. Forester, Division 2, Buffalo, N. Y.
KELMER—Wife of Brother J. W. Kelmer, Division 48, Detroit, Mich.
WALTON—Daughter of Brother W. B. Walton, Division 57, Fort Worth, Texas.

THE RAILWAY CONDUCTOR

ORDER OF RAILWAY CONDUCTORS OF AMERICA.

General Information Relative to Mutual Benefit Department.

Assessment No. 479, for death of F. E. Crawford, November 25, 1907, and 480 is for death of C. D. Maines, November 25, 1907. See Article 27, Laws Governing Mutual Benefit Department.

BENEFITS PAID FROM OCTOBER 1, TO OCTOBER 31, 1907, INCLUSIVE.

BEN. NO.	NAME	DIV.	CERT. NO.	SERIES	AMOUNT	FOR	CAUSE
4595	P. J. Kelly	247	534	B	\$2000	Death	Accident
4596	J. R. Bowers	166	15677	B	2000	Death	Accident
4597	A. L. Garrison	194	6501	B	2000	Death	Locomotor Ataxia
4598	C. A. Wood	9	2471	C	3000	Death	Bright's Disease
4599	M. J. Sullivan	36	7685	A	1000	Death	Peritonitis
4600	F. O. Richmond	200	5697	C	3000	Death	Heart Disease
4601	J. A. Foster	471	12770	B	2000	Death	Poisoning
4602	B. F. Johnson	395	10396	A	1000	Death	R. R. Accident
4603	W. O. Bruner	102	353	C	3000	Death	General Paresis
4604	B. A. Wilkie	451	10902	A	1000	Death	Tuberculosis
4605	C. B. Dillon	56	2746	C	3000	Death	Cerebral Meningitis
4606	W. A. McNeill	...	973	C	3000	Death	Canger Stomach
4607	L. A. Fargo	43	2755	C	3000	Death	Rheumatism
4608	L. E. Frederick	244	633	A	1000	Death	Locomotor Ataxia
4609	W. M. Boylan	393	11322	A	1000	Death	Typhoid Fever
4610	J. J. Williams	126	2442	A	1000	Death	Cerebral Thrombosis
4611	Chas. Gustafson	34	7235	B	2000	Death	R. R. Accident
4612	F. W. Cart	233	8469	A	1000	Death	R. R. Accident
4613	C. R. Sugars	290	12541	A	1000	Death	Acute Diabetes
4614	J. P. Luce	77	2626	A	1000	Death	Double Hernia
4615	E. Fitzgerald	417	9987	A	1000	Death	Blood Poisoning
4616	I. G. Happersett	204	160	B	2000	Death	Heart Disease
4617	W. J. Roark	...	4326	B	2000	Death	Meningitis
4618	E. Miller	24	3535	C	3000	Death	Heart Disease
4619	J. A. Nutt	38	5150	A	1000	Death	Accident
4620	A. M. Russell	209	7818	B	2000	Death	Appendicitis
4621	J. A. Newell	67	9109	A	1000	Death	R. R. Accident
4622	Inc. Ritchie	453	9650	B	2000	Death	R. R. Accident
4623	F. Hayhow	15	648	C	3000	Death	Tuberculosis
4624	J. B. Kirkbride	108	3440	C	3000	Death	Heart Failure
4625	J. F. Galloway	337	122	A	1000	Death	Senile Dementia
4626	O. Conrad	143	4137	C	3000	Death	Paralysis
4627	J. W. Watson	57	1182	C	3000	Death	Heart Disease
4628	O. J. Freeman	307	2087	C	3000	Death	Stenosis of Larynx
4629	W. M. Wadsworth	...	3584	C	3000	Death	Hemorrhage
4630	J. A. Haner	48	3898	C	3000	Death	Accident
4631	A. P. Like	56	4797	C	3000	Death	Dilation of Heart
4632	J. A. Martin	432	1263	C	3000	Death	Heart Failure
4633	N. J. Nelson	159	3763	A	1000	Death	Pneumonia

NUMBER OF MEMBERS ASSESSED.

Series A, 12,674; Series B, 15,990; Series C, 7,838; Series D, 393; Series E, 56. Amount of Assessment Nos. 479-480, \$140,040.00.

FINANCIAL STATEMENT.

Received on Mortuary Assessment to October 31, 1907	\$9,850.864.15
Received on Reserve Fund Assessment to October 31, 1907	502,471.70
Received on Expense Assessment to October 31, 1907	123,155.80
Received on Applications, etc., to October 31, 1907	144,975.89

\$10,621,467.54

Total Amount of Benefits paid to October 31, 1907	\$9,509,567.00
Total Amount of Expenses paid to October 31, 1907	261,442.09
To the Credit of Mortuary Fund, October 31, 1907	341,297.15
To the Credit of Reserve Fund, October 31, 1907	502,471.70
To the Credit of Expense Fund, October 31, 1907	6,689.60

\$10,621,467.54

EXPENSES PAID DURING OCTOBER.

Fees returned, \$27.00; Sundry expense, \$39.15; Postage, \$378.00; Stationery and Printing, \$56.98; Salary, \$826.80; Legal, \$75.00.

W. J. MAXWELL, Secretary.

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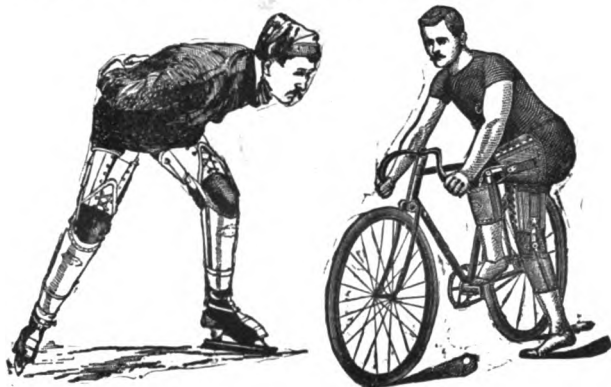
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